

Christchurch Northern Corridor – Transport projects
August 2019

ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27843	St Albans Residents Association		Please refer attached submission	Please refer attached submission	Please refer attached submission
27803	Alana	Hamilton		<p>I just spoke to you earlier on the phone regarding the idea to close off Forfar/Warrington Street.</p> <p>I live on Mersey Street & 95% of the time use Forfar roundabout to go either to town or left to Shirley so closing this intersection completely would send another car onto the narrow & already busy Westminster/Cranford intersection?!</p> <p>I understand there is a lot more traffic travelling on Forfar to/from Westminster so could we just add judder bars or narrow the street/traffic calming so only local traffic, that needs to use this intersection, can?</p> <p>Just voicing my opinion</p>	
27802	Paul	O'Neill	<p>First Homes (South Island) Ltd runs a design/build business in residential construction. After viewing the proposed changes on your booklet we can see some challenges that will directly affect our day to day operations. Several businesses along Sherborne street appear to be affected also, specifically limited or no parking and the ability to turn into side streets near them.</p> <p>From our perspective, your proposed changes appear to eliminate parking directly outside our showhome. Although we have on-site parking we see this as a limitation for prospective clients to stop easily outside our gate.</p> <p>Your proposal also to have no left turn in Purchase Street (heading North along Sherborne) will also impact prospective clients to turn into our business. We expect they will keep driving North if the parking/access is made too difficult.</p> <p>The third challenge and for us is when CCC makes the changes, and from our understanding this may start as early as January/February 2020 is the fact we have a 'transportable' showhome. This means we will be</p>		

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			<p>shifting the showhome off site in the near future. This is a requirement of CCC Resource Consent. We have spent a considerable amount of time and money to satisfy the District Plan to be where we are currently. We see the downtime during your construction as a limiting factor for our business. Recently when CCC upgraded the kerb and channel we appeared to be closed from the public perspective due to (slow) construction, fencing and inability to access our premises for several days running.</p> <p>We have direct issue with these changes as the logistics of moving the house with the restricted access on Purchas Street will make it difficult and attract unnecessary costs.</p>		
27801	Geoff	Tait		<p>Forfar Street - Warrington Street intersection</p> <p>Forfar Street is an extension of Madras Street and Madras Street beyond Bealey Avenue is an extension of one-way Madras.</p> <p>Traffic flows along Madras and Forfar, through the roundabout at Warrington Street to Westminster Street then fans out to all streets running off Westminster, down to Hills Road and the Hills Road/Innes Road lights and beyond. It is not a shortcut! It is probably the easiest way out of town for residents in that segment of the city. There is a steady flow of traffic along Madras/Forfar at all times of the day and night.</p> <p>With a cul-de-sac and lights, traffic at Warrington Street would have to turn right at Warrington Street or earlier and thus put pressure on such streets as Francis Avenue and Flockton Street. Traffic would probably also increase on Barbadoes Street beyond Bealey Avenue.</p> <p>Madras/Forfar intersection carries a lot of traffic successfully. Two ten minute observations at peak and non-peak times show that. I have observed no problems. Why change something that seems to be working smoothly and successfully?</p> <p>Also, considerable traffic turns off Westminster Street and into Forfar Street and uses the intersection successfully.</p> <p>It would help if the intersection was upgraded, perhaps with</p>	

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				<p>appropriate safety signage.</p> <p>Severn Street</p> <p>I have no problem with traffic calming.</p> <p>It seems a narrow street and there is not room for cars going in opposite directions to pass when there are cars parked on both sides of the road. Will greenways further complicate this?</p>	
27800	Gary	Boakes	Upgrade Cranford St to Bealey Ave all the way place indent parking Cranford St and Sherborne	<p>All intersections to be upgraded (now) keep parking on the west side of Sherborne St and clear way on the east side 7am - 9am.</p> <p>Northern Corridor Connection</p> <ol style="list-style-type: none"> 1. Barbadoes St South of Warrington St one way 2. Madras St one way Bealey Ave to Warrington St 3. Up grade Warrington Street 	

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27799	Emma	Twaddell	<p>Firstly I am disappointed that the feedback received in the last consultation about car reduction has been completely ignored in this plan. This council needs to show more than lip service to their climate change emergency declaration.</p> <p>The plan is still about moving cars not people. The focus must be car reduction now.</p> <p>I support a rapid transport lane but do not support designing a residential community to accommodate cars.</p> <p>The plan does not discourage rat running down Roosevelt St.</p> <p>The Greenway on Westminster and Courtenay should be extended onto at Albans street to Papanui rd.</p> <p>Trafalgar St needs more work to improve safety.</p> <p>Off road cycleways are needed as the current plans are not safe and leave no room for user mistakes.</p> <p>30km zone needs to include all roads around at Albans school including Westminster west and Courtenay.</p> <p>More detail about what's happening on Innes rd and Springfield rd is required</p> <p>Noise and vibrations on Courtenay st due to the narrow carriage way need to be improved.</p>		

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27798	Nick	Ackroyd			<p>Left only turning restrictions at Dee Street and Malvern Street create a rat race for commuters wanting to avoid queues on Westminster and Cranford Street along Roosevelt Ave. Commuters already use Roosevelt Ave to avoid the lights on Cranford street and to turn onto Innes Road heading from town on Cranford street to access Papanui road.</p> <p>Children, from St Albans primary, crossing the intersection of Roosevelt and Westminster will have an increased number of cars to avoid (approx 40% + increase according to projected traffic increase in plan). Commuters largely ignore speed restriction of 50kph on Roosevelt, they are unlikely to adhere to 40kph limit without stricter enforcement or cameras</p>
27797	Hayward	Osborn	<p>The proposed withdrawal of parking along Westminster Street is going to have a considerable negative effect.</p> <ol style="list-style-type: none"> 1. At present there are some cars parked along the street daily. 2. On Saturdays, and some Sundays, the games at Christchurch Park attract an enormous number of spectators and supporters who park along Westminster Street and side streets, and are often seen looking for somewhere to park. Already some have to park an unreasonable distance away. This will be exacerbated when Westminster Park and the proposed sports centre there eventually get up an running. <p>(I live on a back section so won't personally be affected.)</p>		
27791	Ambrose	Challies	You just need to be able to see that there is an intersection coming. Also need better vision down Madras & Hills	Purchas & Madras	They are stop signs but it needs some sort of pre cursor to it (speed bumps)
27790	Ruchi	None		Purchas & Madras Street. Please upgrade the intersection & slow the traffic on Madras Street as it is dangerous to drive	
27789	Elizabeth	George-Hall			
27788	Nipun	Shrestha		Madras & Purchas St need to be fixing because it's dangerous	
27787	Aaayush	Khati		Madras and Purchas St needs to be fixing because its getting dangerous day by day	

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27786	Elizabeth & Allan	None			Rumble strips on Purchas St either side of the Madras intersection
27785	E E	Parkinson		Urgent upgrades required to calm traffic Madras St & Purchas St intersection	
27784	Olivia	Griffith		I live [REDACTED] and it's very dangerous - people don't stop at the stop signs - need to be changed to save lives.	
27783	Rose	Gregoriadis		Madras @ Purchas as is dangerous, signs need to be more visual	
27782	James	O'Connor		A 30kph sign on Purchas and Madras St would help reduce crash rates on the intersection	
27781	David	Delagarea		Madras & Purchas. Consider better sight triangles and reducing through traffic on Purchas. Traffic calming on Purchas and Madras would be helpful	
27780	Catherine	Larason		Speed bumps at intersection of Purchas St and Madras are needed to prevent accidents. This intersection is very dangerous. I have seen so many accidents.	
27779	J	O'Hare		Madras & Purchas coming from Bealey Ave, very dangerous to drive traffic speed up and try and merge getting in front first from Bealey. Coming through every evening in peak traffic heading home to Amberley I find it very dangerous, sometimes I stay later to let the racer's go home first.	
27778				<p>As not all of you may've read my original email on this intersection, I've included a copy.</p> <p>Whilst it has proven to be somewhat controversial, my stance has not changed and I make no apologies for it. I am not a bureaucrat, simply a person speaking from my heart. And no words I have can cause close to the anguish this intersection has.</p> <p>Although many of the intersections around this area have serious sight line issues, ours is exacerbated by the speed which drivers reach as they race away from Bealey Ave, rushing to merge.</p> <p>I have attended accidents caused by drivers coming from the north, south east and, west via Manchester and Bishop Streets, so the plan to block Purchas at Sherborne is wholly inadequate.</p> <p>For those of you who do not believe there is a problem, I have</p>	

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				<p>included the following evidence:</p> <ul style="list-style-type: none"> - Submissions from many of the nearby residents and 1 from a driver who heads north up Madras every rush hour - A multitude of photos from over the years - A statement from the driver at fault in the accident which prompted my first e-mail - A report overview from The Ministry of Transport on the average social cost of crashes and injuries - A statement from a tetraplegic friend of mine <p>The fresh paint job on Purchas St has done wonders over the last few months and we appreciate the peace. However, the paint will wear off all to soon and I fear we will be back to the status quo. Also at certain times sunstrike is a serious issue causing major visibility issues. Those two reasons alone indicate the need for a solid notification of the intersection ahead i.e. speed bumps.</p> <p>Due to the high turnover in tenants in the area, many I have spoken to have not seen an accident but know visibility is bad and much care is needed.</p> <p>Some new GPS systems now give a 'dangerous intersection ahead' warning to drivers as they approach this intersection.</p> <p>I've worked with spinal cord injury patients for many years and am too well aware of the consequences that can come from not dying in an accident. I am not willing to sit by and wait for another life to be shattered just because someone has to die for an intersection to be regarded as dangerous enough to be fixed.</p> <p>2nd Submission</p> <p>Madras & Purchas Street need to be calmed & intersection needs to be made safe</p>	
27772	Sheree	Gibson		<p>Madras and Purchas Street intersection - something needs to be done about visibility of stop signs. In the 8 months we have lived here we have seen 2 accidents.</p>	

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27771	Irene	Campbell-Hill		<p>Purchas and Madras intersections need upgrading with speed bumps and traffic calming as there are too many accidents here eg. my fence on my property on Madras St [REDACTED] has had to be replaced x2 due to fast cars ploughing into my fence and nearly hitting my kitchen wall.</p> <p>I don't think cutting off Purchas at Cranford is enough (I am happy to send photos by email if required).</p>	
27770	Jarrold	Wallace		<p>Madras and Purchas - lack of visibility, sun blocks stop sign from view, could use lights and/or left and right turns on Madras to Bealey.</p>	
27769	Jean	Bell	<p>Glad to see the future possibility of bus lanes and HOV lane - good for cyclists included.</p>	<p>I feel anxious about crossing Cranford St at Innes Road lights - very wide and I use a walking stick. Also crossing at any other place.</p>	<p>My intersection is Weston Rd/Cranford St (western side). The planned option of L turn into Weston Road only will really disadvantage me and my neighbours BUT I realise this is the way to stop the build up of "rat running" traffic morning and evening. It will give us a quieter street (I know). I hope emergency services and "utility" vehicles will be well advised - and not need turning in the streets.</p> <p>The landscaping ideas are good - like the fruit trees, food.</p>
27768	Kevin & Marie	Coffey		<p>Cranford/Innes Intersection - will there be a specific right turning (west into Innes) lane and arrow, with a good time length to allow up to 8/10 cars to turn at these lights? Otherwise we will revert to coming back from Northlands shopping area via Papanui Road. Using the right hand turn (west) at Edgeware Road is many blocks south and a whole new set of problems getting back to Malvern/Gosset Street residence.</p>	<p>Could there be perhaps a right hand turn (west) at McFaddens Rd to access Rutland St and the blocks just south of Innes Rd bordered by Malvern/Rutland/Westminster/Roosevelt streets.</p>
27767	Mark	Wilson	<p>Thank you for the opportunity to submit on the Downstream Effects of the Northern Arterial.</p> <p>I will not refer to my previous submissions made , or alternative plans presented, but would highly recommend serious reconsideration of this present plan with regards to these and other submissions made by the community.</p> <p>I do NOT support and will not consider in the future supporting any transport plan that is clearly not putting, residents, the community, and current state of climate emergency before the convenience of the status quo, which in this case is 85-90% single occupant commuter</p>		

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			<p>drivers.</p> <p>The level of disappointment in this plan is amplified by the amount of optimism we held following the last council meeting on the DEMP. Prior to that meeting a large number of submitters, community members and demonstrators had encouraged councillors to be bold and prioritise Traffic Demand Management. It was thought that a compromise was reached between council and community. The compromise was at the very least a stepped progression on Cranford St of HOV lanes moving through T2 - T3 - T4 to eventually be Bus Priority lanes. Now again we are greeted with a traffic plan that has 4 lanes of unrestricted traffic flowing off a motorway, cutting our community in two.</p> <p>There are some positive ideas and advocacy for the community in this plan, and I appreciate the continued efforts of the council staff working with such a limiting and narrow brief delivered to them. But we again seem to be restrained from real progress by a council not willing to walk the talk. To put it simply, yet again the community is being asked to swallow an out dated traffic plan, effectively a dead rat.</p> <p>Traffic volumes must be controlled.</p> <p>When referring to real solutions, all we hear are statements starting with..."Investigations into...", "Investigating whether...." " Agreed to consider...", "assessing the impact of...", "exploring the different methods that could be used to...". These are all the terms used on one page to show how non committal the council is to address what we all know is the right outcome.</p> <p>No more excuses, listen to the community and implement the TDMS first.</p> <p>2 lanes for traffic only. Thank you for your time. I would like to present my submission to the oral submission hearing.</p>		

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27766	Benson	Geary			
27765	Simon	Geary	<p>The roads can't handle the traffic on the them now and increasing the number of lanes is only a very short term solution and a waste of money. Reduce traffic</p> <p>Minimum roading and street standards seem to be the norm due to a lack of space. Local safety will be compromised.</p>		
27764	connie	christensen	<p>This amended plan is unfortunately still trying to accommodate ever more single occupancy car travel. This is not in line with CCC's own Carbon Zero targets and Climate Emergency declaration.</p> <p>This plan needs amending to focus on moving people not cars and to ensure safe communities which are attractive to live in.</p>		
27763	connie	christensen	<p>Go Cycle Christchurch is against four-laning of Cranford st/Sherbourne st as this is not in line with CCC's own Carbon Zero targets and declaration of Climate Emergency and only caters for moving more vehicles instead of moving people and ensuring local communities are kept safe, connected and attractive to live in.</p> <p>The proposed changes are inadequate, as they do not even include a basic painted cycle lane to accommodate travel by bike along this busy road.</p> <p>Pages Rd, Lincoln Rd, Ferry Rd, Linwood Rd, Blenheim Rd, Papanui Rd and Marshlands Rd are all major roads with cycle lanes, and Cranford st/Shereborne st should also have this basic cycle infrastructure included.</p> <p>This amended proposal is unfortunately not going far enough to encourage and facilitate more people travelling by bus, bike, scooter or on foot. This project needs to be amended to priorities moving people, not cars.</p>	<p>Cycle infrastructure missing on Cranford st/Sherbourne St at all intersections. A basic painted cycle lane needs to be added and accommodated for at all intersections with Cranford st/Sherbourne St.</p> <p>Nice to see the Forfar/Warrington St round-about replaced by a signalised crossing, which will be safer for people travelling on foot, scooter and by bike.</p>	<p>Had cycle infrastructure been included along Cranford st/Shereborne st. the turning restrictions would have been a great improvement for safe cycle travel, but with no safe cycle infrastructure these restrictions will only facilitate more cars traveling faster along Cranford st/Shereborne st, and will therefore actually decrease safety for people walking, scooting or cycling.</p>

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27762	Clarke	Washington	support clearways for rapid transit. i.e. express bus c/w wifi , supported by park & rides.	Westminster - Berwick dont think mid-block crossing @ english park should be installed. keep crossing at Westminster and berwick for school children.	
27761	Don	Gould	See attached PDF		
27759	Fiona	Lee	I am concerned that you are proposing to remove parking spaces on Berwick Street. I attend Latimer Church located at 12 Berwick Street. removal of parking in that area would make it much more difficult to visit this area with young children plus the elderly.		
27758	Tim	Capill		I am concerned to hear that we may be losing all the on street parking on Berwick St between Forfar and Cranford St. Latimer Church holds Sunday services and several mid-week groups at its Berwick St site. There is only about 12 onsite parks available and we line the streets several times a week with our groups, including a thriving community music group and several youth groups and events for elderly who require appropriate parking options. With the other proposed changes including the street becoming a one-way, and turning restrictions at the adjacent intersections, these factors will combine to make it very difficult to access a highly utilised and valued asset to our community. I can only imagine that this is also very concerning for the local residents. Thank you!	
27756	Christine	Dormaar	██████████ ██████████	Warrington and Cranford- the proposal has considered traffic peaks and assumes traffic is north-south. I don't believe adequate consideration has been made for cross suburb traffic flows. I live in edgeware and travel to Burnside for work, and the traffic often backlogs at the Cranford street intersection and the turning light timing has been getting shorter and in turn the traffic queue turning north onto Cranford has been increasing. This proposal will make this considerably worse with the introduction of two more sets of traffic lights on Warrington st.. Cranford and Innes- proposal looks appropriate but does not indicate the configuration of the traffic lights. I want to see commitment to provide turning arrows (not stop arrows) for right hand turns in all directions. Otherwise it will be significantly difficult to turn right; particularly with restrictions on side streets currently used.	

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27755	Melody	Capill		<p>I am concerned to hear that we might lose all street parking on Berwick street between the Forfar and Cranford St intersections. We meet for church on the Berwick St site and there are only about 12 on site parks. We line the streets regularly for mid week and Sunday events, including a thriving community music group, and youth and other events attended by elderly people who need appropriate parking options. I can only imagine that this is also a big concern for the local residents too. Given other likely changes including the street becoming one way and turning restrictions at the adjacent intersections, these will combine to make accessing a very well utilised and highly valued venue much more difficult. Thank you.</p>	
27753	Joanna	Gould		<p>- Cranford Street and Westminster Street: Agree, currently it is very hard to turn right here, cars waiting to turn block the traffic flow on Cranford Street.</p> <p>- Warrington Street and Forfar Street: Disagree, I use this roundabout a lot, it is safe and it works well with the traffic flow. This is also the safest place to turn right (between Hills Road & Cranford Street) onto Forfar Street, to get onto Westminster Street and/or Innes Road, if you are coming from Shirley Road. Four sets of lights on Westminster Street from Hills Road to Cranford Street is too many, very overwhelming and frustrating for drivers.</p> <p>- Warrington Street and Barbadoes Street: Agree, this intersection needs to be safer, very congested area with cars stopping at the shops and busy side streets with cars turning onto Warrington Street.</p> <p>- New Pedestrian Signal Crossing outside English Park: Agree, this is a very busy & distracting area during St Albans School drop off/pick up times.</p> <p>Could all St Albans School students/parents be asked to use this new pedestrian signal crossing, instead of the existing traffic signals?</p> <p>Cranford/Warrington lights: pedestrians crossing delay drivers turning onto Cranford, traffic backs up on Warrington. Cranford/Westminster lights: bottleneck with cars turning onto Cranford and cars coming/going from St Albans School.</p>	

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				<p>Due to our experience with red light runners at the pedestrian signal crossing outside Shirley Primary School, I would suggest the same 3 second delay from the red lights for the drivers, before activating the green pedestrian crossing light.</p> <p>St Albans School students/parents need to be aware that drivers could be looking at the next set of lights and become distracted/overwhelmed by their surroundings, with 3 set of lights so close together.</p> <p>Students will need to be taught & reminded by the adults at the pedestrian signal crossing to wait until the cars have stopped before crossing.</p>	
27752	Paul	Dillon	<p>In general we support the proposed upgrade; clearway etc. You have to get the cars on and off Cranford somehow - the proposal seems a reasonable compromise.</p> <p>For side streets off Cranford it will be important to clearly signal to drivers they have left the motorway and left the clearway. For example on Westminster drivers will need to adjust their speed, mindset and driving for a proposed 40 kph zone with cycle greenway. The signals could be signs, road marking, speed radar signs etc.</p>	<p>Westminster/Cranford intersection:</p> <p>It's not clear from the map provided what happens to carparking beyond 94 Westminster Street. We do not support the car park removal on the south side of Westminster (west of Cranford) because this means there are no parks at all from Cranford west through to just before Courtenay. There is only two (three minute) parks outside the school entrance - for the whole stretch of road. Is it not an option to reinstate car parking instead of deliberately narrowing the road? There are examples of this in Merivale (Office Rd & Aikmans Rd) which deters and slows traffic.</p> <p>We would support traffic calming that serves to reduce overall traffic volume, not simply slow the same number of cars. Currently we see rush hour traffic that backs up west from Cranford street, past Roosevelt and Courtenay. It is very hard for cars trying to exit or enter Roosevelt or Courtenay, and quite dangerous for cycles travelling anywhere.</p>	<p>We understand putting the turning restrictions on Dee Street, but are concerned that this will just force more cars on to Westminster - exacerbating to the problem above with rush hour jams.</p>
27750	Jane	Schollum	<p>The description of the work as an upgrade is a positive sounding euphemism for outdated solutions for moving people. I didn't fully realise quite how hideous this will be until I looked at the illustrations of Cranford and Sherborne Streets. The measures to stop rat running mean those who live adjacently won't be able to use Cranford or Sherborne streets to access their streets. This means more pressure on intersections like Innes Road and Edgware roads. The whole plan severely disadvantages local communities while allowing out of town commuters to continue to unsustainably travel.</p>	<p>The increased pressure on intersections noted above (Cranford/Innes, Cranford/Edgware) will require right turning arrows of reasonable duration to allow local southbound traffic entry to their suburbs.</p>	

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27749	Rebecca	Sparrow			
27748	Rebecca	Sparrow			
27747	Wade	Bishop	<p>Largely support these. The addition of pedestrian signal at English Park is a good idea. I would suggest the addition of a second of these in the Malvern/Dee St block as way on maintaining community connection and ease of access to Malvern Park etc from the eastern side of Cranford Street. Cranford Street should be sealed in a low-noise surface.</p> <p>I would like to see allowance for bicycle and electric scooter traffic (on both sides of Cranford) made utilising the green strips of footpaths and combining this traffic with pedestrian traffic. The plan should dedicate lanes to buses and to high occupancy vehicles from the outset in order to encourage use of public transport or carpooling...</p> <p>Bus Lanes: I would like to see clear signage which illustrates that Bus Lanes are legal for moped and scooters to use in order to direct that traffic into the safety of those lanes away from what tends to be very impatient car drivers.</p>	<p>Supportive of intersection upgrades with the exception of the following:</p> <p>Cranford/Westminster: This is currently a dangerous intersection with constant near misses with pedestrians/cars, cars and cars, cars/bicycles. An upgrade should focus mainly upon pedestrian safety due to the shopping centre and school foot-traffic. My view is that the Council will need to purchase land (the dairy and the corner of the liquor king carpark) to create turning lanes and create safer pedestrian crossing across Cranford. Ideally an under or over-pass would feature as the main pedestrian access across Cranford Street. The combination of peak-hour turning restriction from Cranford into Westminster (west side) along with the the closing off of west side access to Dee and Malvern (right turning off Cranford) will create problems for parents wanting to drop their children off at St Albans School. I don't see anything in the plan which addresses this issue for users of the school.</p> <p>Warrington/Mersey: Some attention should be paid to upgrading or modifying the free left turn onto Mersey from Warrington Street to make it safer for vehicles and pedestrians as this will likely quickly become the main point of access for residents returning home from the city.</p>	<p>Dee/Cranford Street and Malvern/Cranford: On the West side I see no reason why traffic should be restricted from turning left out onto Cranford Street. This will not effect the flow of Cranford Street traffic. This restriction would adversely effect the residents on that side of Cranford and create bottle necks in that part of the neighbourhood in trying to access Cranford via Roosevelt/Innes or Westminster/Cranford intersections.</p> <p>Closing off Forfar at Warrington: I support this action as this removes the main reason for "rat-running" through side streets. However, I would like to see a small purpose-built lane made available specifically for scooters and moped traffic so that it might pass through but remain blocked to cars and other motorised traffic.</p>
27746	Judy	McArthur		<p>Closing off end of Forfar street will add to the increasing congestion on Francis Ave. Francis Ave will become the cut through road from Westminster to Barbadoes as people try and avoid traffic lights. The traffic calming on Francis Ave is already ineffective as people hit the speed bumps at significantly more than 20kms an hour. It is already a struggle to get out of driveways at peak times as the majority of houses on Francis have single drives and cars need to reverse out into the traffic. The changing of Warrington to 3 lanes at the end of Barbadoes will make it impossible to get out of Francis in either direction and will result in more congestion as residents try to negotiate out of their own street. Francis Ave is simply not wide enough to cope with an increase in traffic as cars already cannot pass each other down this street. It makes better seense to keep the cars on the wider rides.</p>	

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27745	Nick	Bristed		<p>Intersection of Courtney St and Westminster St. The road upgrades will encourage further traffic in this area which will make crossing Westminster St more dangerous for the many school students whose access St Albans School this way. I believe the pedestrian refuge on Westminster St is on the wrong side of Courtney St. This is not used by the student and their families as it would mean that they would also need to cross Courtney St which has drivers also worried about turning etc. Recommend the pedestrian crossing facility is improved east of Courtney St on Westminster St</p>	<p>Support the additional landscaping - the more the better.</p>
27744	Jason	Donnithorne	<p>I am writing in objection to the proposed removal of on street car parking on the north and south sides of Edgeware Road.</p> <p>The removal of on street car parking around all of the commercial core zoned properties located within the intersection of the corner of Cranford/Sherborne/Edgeware Road completely alienates and disenfranchises the peripherally located Edgeware Village central core area.</p> <p>On the other side of the intersection the "Edgeware Village Precinct" is to be considered under a separate planning phase.</p> <p>If the proposed layout is adopted the removal of all on street parking available (temporary or otherwise) within a block of my property removes the ability for any on street deliveries or on street short term visitors arriving from outside the immediate local vicinity. This completely undermines the point of planning and zoning an area of local businesses to support the local community. Local visitors provide the base of local business trade but generating extra visitors passing through the area and trading (deliveries to and from) is what makes a business sustainable. Without this there is no "community" vibrancy, not place for locals to congregate.</p> <p>The proposed plan makes accessible access to the commercial core less accessible. In the case of my property, it makes it almost inaccessible to anybody who is not able to either walk longer distances or able enough</p>		

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			<p>to ride a bicycle.</p> <p>The images do not provide an adequate explanation of the relocation of the bus stops and the changes proposed.</p> <p>The proposed parking changes to Edgeware Road SHOULD BE POSTPONED AND CONSIDERED with the assessment of the "Edgeware Village" plan because the Edgeware commercial core zone by virtue spans across and into the eastern side of Cranford Street/Sherborne Street.</p>		
27743	Nick	Fuller	These look fine to me. I have no comments.	<p>The provision of a right turn bay into Westminster Street (east) from Cranford Street is a key part of this scheme from my perspective.</p> <p>Closure of Forfar Street (from Madras Street) is also a critical part of the scheme from my perspective.</p>	
27742	Liz	Lowrey	No comment	We believe Westminster/Cranford st intersection should be left in left out. This would enable safer separated crossing facilities to be provided for school children by removing turning conflicts as well as being safer connectivity for cyclists to access the papanui parallel. This would also mitigate rat running through st albans street.	Support.
27738	Robina	Dobbie	I am strongly against cycles using this main route - it is a safety issue. There are plenty of close side street options.	Barbadoes /Warrington intersection: I cannot see how this will work with the traffic into and out of Flockton - it is not explained.	
27737	Dave	Evans	<p>All the upgrades should be on the main (and only) route from the end of the freeway (which never should have been allowed to end just outside the city core). Emphasis should be on public transport with park and rides outside the city limits and bus lanes heading in and out of the city.</p> <p>Don't ruin the adjoining streets by ruining them as bad as this freeway will already effect St Albans.</p>		Don't encourage motorists to use side streets, especially Madras/Forfar and Barbados.

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27736	Brian	O'Connor	knowles street . have no problem with left in only at cranford st . but need to paint yellow no stopping on the intersection of knowles and rutland for southbound traffic so residents can exit out at peak times . also better phasing of cycle lane and left turn at innes rutland corner . suggest cycle lane only every second phase so left turning traffic doesnt hold up straight thru .(or longer phasing once left turn red is turned off.	ranford innes . i assume there will be right turning arrows for cars turning right . ie right turning lanes will have there own phasing before straight ahead traffic is allowed thru .	

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27735	Jason	Harvey	<p>The plan has some good things. The bike lanes are nice, they have included intersection upgrades, have traffic calming and reduced speeds to roads, which is what the community wanted to feel safe when walking or cycling around. It is disappointing to see that the HOV/Bus/Special Vehicle lanes is not part of this this plan. The one thing CCC can do to influence the traffic coming into Cranford Street is to build and operate the HOV lane from day one of the opening of the Northern Corridor, this has to happen. By installing it it sends the message to Waimakariri DC and ECan to pull finger on their projects.</p> <p>NZTA are installing an HOV lane on the Motorway, and there seems to be no one preventing the HOV lane continuing onto Cranford / Sherborne except the CCC, who own and control this road. I was told that the enforcement team at CCC are the hold up??, but that seems like a pretty lame excuse. HOV lanes have been successfully operating in Auckland for quite a while. A case study I was reading on Onewa Road seems pretty successful with the most basic form of manual enforcement used. I have attached pictures of the study.</p> <p>Also as there is no where for general comments.</p> <p>I would like the council to follow the Notice of Requirement condition applied to the Cranford street section of road that requires specific asphalt and lighting requirements. The main roads that are bearing the brunt of the traffic increases, such as Cranford, Sherborne, Berwick, Warrington, Madras/Forfar and Barbadoes streets should have low noise asphalt installed along the full length of on them. Don't go cheap on us.</p>	<p>While I support the idea of traffic signals at Warrington and Barbadoes street, The plans for having 2 right turn lanes from Warrington into Barbaddes causes the loss of a lot of parking for residents on Warrington street. Why are two right turn lanes needed when the traffic is supposed to flow down Cranford and Sherborne street. This seems like a continuation of the original draft plans to push the traffic onto Bardadoes Street??</p> <p>The left hand turn ban at Berwick and Cranford intersection doesn't make sense to me.</p> <p>On Page 31 of the booklet the Intersection plan of Cranford and Westminster does not have a east-west crossing??</p>	<p>I'll leave this to the residents in the areas asking for traffic calming measure to their streets.</p>
27732	Ngahuia	Freed	<p>I do NOT support the planned transport projects for St Albans and surrounding areas. There is no assurance that traffic volume will be reduced from the opening of the Northern Arterial Extension</p>		
27731	Francine	Bills		<p>I see from the latest consultation flyer that there are no plans for a Barnes Dance at the Westminster/Cranford intersection. This controlled intersection will have only one lane for crossing traffic, so that the hair-raising driving I have witnessed will be</p>	<p>This plan is absolutely unfair on local residents. The reconfiguration of streets will allow a faster passage to commuter through-traffic but will trap us by restricting local traffic movements, extra-frustrating when it's not busy. I am not</p>

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				<p>exacerbated.</p> <p>But it is not just our children’s lives at stake. Your engineer says that:</p> <p>- A full time Barnes Dance would lead to significant delay to the both Cranford and Westminster Street. But you will find that there is actually less delay for traffic in a Barnes Dance than for traffic on a green light with red arrows and not enough lanes. At the moment it can take 3 phases for traffic to get through. Anyway, the pedestrian crossing phase could occur after more than one traffic phase if necessary.</p> <p>- The project team believe that the same level of protection can be achieved by using red arrows to stop vehicles turning across intersections when pedestrians are using the crossing. In fact we program the lights to hold the red arrow for the full pedestrian crossing movement during the times of the day when school children are most likely to be using it. But if you observed the hair-raising driving that I have seen, you would know that, because they see a green light ahead, drivers held back by children crossing and red arrows become so frustrated that they complete their manoeuvres at speed and on red lights. Everybody would be both calmer and safer with a Barnes Dance. Perception is the key: if all traffic is stopped at a red light while pedestrians cross, there are no feelings of frustration.</p>	<p>referring to the parking restrictions on Cranford Street, but to road layout changes, which will apply to us 24/7, not just during peak hours. These are such drastic and permanent changes, that they indicate the desire to serve commuter traffic long-term, and not to substitute efficient public transport.</p> <p>1. Mersey Street south will effectively be a cul-de-sac. There will be no exit to the south or east. Instead we will need to go round the block and add to the congestion at the Westminster/Cranford St intersection. Where has been the proposed consultation with Mersey St residents? Sometimes cul-de-sacs are desirable, but not if it means that residents have to join the queues of commuter through-traffic to leave or return home. As yet there is no proof that commuters will choose to rat-run along Mersey St, as it is obvious that, with its bends, narrowness, on-street parking etc it is already unsuitable for this. Therefore, cutting off local traffic at Warrington/Forfar serves only as a convenience for commuters and an inconvenience for residents.</p> <p>2. Being unable to enter Mersey St when approaching from the east along Warrington or the south along Madras is another inconvenient restriction imposed on local traffic, forcing us to join the queues.</p> <p>3. Having no left turn into Cranford St from Berwick/Warrington is another restriction that benefits commuters but inconveniences residents 24/7.</p>

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27730	Joro	Yambasef	<p>I am writing to you today to ask you to reconsider making Forfar Street into a cul-de-sac. I have owned a small hair dressing salon on the corner of Forfar and Berwick Street for 24 years. When I first purchased the property I was excited to see the amount of traffic that went by. Passing traffic has been a huge asset to my business for many years. I am one of four businesses down this street which rely on this flow of traffic.</p> <p>I have studied your proposal and would like to make a suggestion that we have a left turning bay from Forfar onto Warrington. I see you are making several of these single left and right turn lanes to other streets and I believe this would be of great help to me and my business so that I can make a living. I am getting older now and the stress of this possible change and dead end will adversely affect my health as I rely on clients and walk ins.</p> <p>Thank you for taking the time to consider my proposal</p> <p>I await your response as a matter of urgency.</p>		
27729	Jonathan	Coote	<p>Thank you for meeting with us and explaining the proposed new works to the Christchurch Northern Corridor.</p> <p>Paparoa Street School is a stakeholder that sits in a key position to the proposed new works at the edge of the Northern Corridor, our 'zone' straddles the new works and as such we believe that we have an important voice in considering any proposals that may affect our children as they travel to and from Paparoa Street school.</p> <p>Given the potential impact of these works from a health and safety perspective to our community, we have discussed these in detail at our recent Board of Trustees meeting. Our suggestions below can be simply summarised into three areas :</p> <p>1. Please consider adding the Paparoa school area to the 40km/h speed reduction zone (diagram attached)</p>		

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			<p>2. Please consider immediate short-term speed reduction measures - longer-term measures to be discussed with the school as they progress their masterplan and rebuild</p> <p>3. Please consider adding a new bicycle laneway on McFaddens road. (diagram attached) We provide further commentary on these three key suggestions below:</p> <p>1. Speed zones - we note that the proposed lower speed zone (40km/h) cuts through our school zoning. As a minimum please can you consider expanding the 40km/h zone to include Tomes road down to Claremont, Bennett and Paparoa Street down to Papanui Road. refer to page 1, Paparoa Street School PDF attached. We believe that:</p> <ul style="list-style-type: none"> - A lower speed would mitigate issues with the narrowness of Tomes Road and Paparoa Street when these streets are parked, both sides of the road at peak school drop off and pick up. - Other schools' benefit from a 40km/h zone. This is a known safety measure to many schools in Christchurch. - This would further discourage the 'rat-run' between Rutland/Tomes/Paparoa street down through to Papanui road. <p>2. That if we are added to the lower speed zone then we would also request short term speed reduction measures to Tomes/Paparoa street. (i.e. speed bumps) prior to longer-term measures as agreed with you and in coordination with our master planning exercise</p> <p>3. That if the lower speed zone isn't adopted as requested then we would request short term speed reduction measures to Tomes/Paparoa street. (i.e. speed bumps) prior to longer-term measures as agreed with you and in coordination with our master planning exercise</p> <p>4. We are about to undertake a master planning exercise that will include local traffic engineering inputs and a</p>		

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			<p>rebuild of the school. The School's Tomes Street entry could potentially be re-planned to include an internalised drop-off zone which we would like to reserve the right to decide on as a Board during the master-planning phase. As such we would ask that temporary speed reduction measures are put in place prior to any long-term slowing measures.</p> <p>5. That any further long-term speed reduction measures be considered in parallel with our master-planning exercise. I.e. that we synchronise and coordinate our masterplan response with CCC in terms of traffic engineering response.</p> <p>6. We would request that the short-term speed reduction measures be undertaken without additional data collection. (road/hose counting device)</p> <p>7. Children living east of Cranford Street will utilise the proposed new crossing at the McFadden's Road and Cranford Street junction. As a school, we would like to see an additional bicycle lane introduced onto McFaddens Road that could provide a safe link to the Rutland street cycleway (see page 2 of the attached Paparoa Street PDF).</p> <p>We look forward to hearing from you and ask that the above be given due consideration to our requests. Should any further explanation be required, Representatives from our Board of Trustees are available to meet with you.</p>		
27728	Aaron	Orchard	<p>concerns over the effect of new road to my veranda # loss of parking and access for clients # loss of parking for my tenants and myself during the day</p> <p>possible angle parking in Purchas st between Sherborne and Colombo</p> <p>concerns for my neighbour and I with a carport and garage right on the foot path</p>		

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27727	Edward	Wright	<p>This submission is from the public transport team at Environment Canterbury.</p> <p>We have reviewed the plans for Cranford Street and Sherborne Street, and appreciate the consideration that has been given to public transport users with regard to bus stop location.</p> <p>We note that while the proposed clearways are in operation there are a number of bus stops where buses would need to stop in lane, meaning that there could be a slight delay for traffic following in the same lane.</p>	<p>The 28 and 44 urban bus routes travel through the project area. The 28 service operates on a 10-15-minute peak frequency and 30 minute off-peak frequency. The 44 service operates on a 30-minute peak and off-peak frequency on weekdays, and a 60 minute frequency on weekends.</p> <p>The Public Transport team at Environment Canterbury support the proposed traffic lights at the intersection of Warrington Street, Barbadoes and Flockton St. The northbound 44 bus route travels along Barbadoes St, turns right onto Warrington St, then left onto Flockton St. Signalisation would create a safer right turn onto Warrington St for this service. There would also be likely to be more gaps in the traffic for the southbound service to turn right from Flockton St onto Warrington St.</p> <p>Route 28 turns right from Cranford St to Edgeware Rd travelling southbound. We ask that any changes to this intersection take the route 28 turning movements into consideration, including provision of a right turn arrow if possible.</p>	No comments
27726	Letitia	Moorhouse	<p>Trying to force more cars down this road will decrease safety for other road users.</p> <p>Implement a bus/cycle lane on the inside lane. Cars and other traffic can use the centre lane.</p> <p>If you want to build an expressway here, then purchase properties on one side of the road to allow a safe design to be implemented.</p>	<p>The Cranford Berwick (heading South) intersection is going from the current bad design to a truly appalling design. It will be completely unsafe for anybody wishing to cycle along here</p>	
27725	Sue	Whall	<p>The removal of parking on the west side of Cranford and Sherborne needs to be reconsidered. There is quite dense housing especially in Sherborne and parking has been reduced in Colombo st due to the cycleways.</p> <p>The removal of parking around Edgeware shopping village, Cranford/Westminster and Warrington/ Barbadoes will be detrimental to the businesses there.</p> <p>Does this plan take into account the plan for the Edgeware shopping area? Does this plan still exist?</p>	<p>Making Forfar Street a cul de sac: Agree in principle as this is a better alternative to the previous option which would have turned the street into a race track/rat run as no calming was to be done.</p> <p>However it gives Mersey, Forfar and Mayfield Ave no easy southern route. Could there be a possibility of a left turn out onto Warrington, heavy traffic calming and local traffic measures at Westminster St.</p>	<p>The landscaping for calming would need to be maintained. At the corner of Berwick, Forfar and Mayfield the narrowing gardens have grasses that collect rubbish and are not maintained very often.</p>

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27724	David	Barr	This busy 4 lane roadway clearly prioritises vehicles travelling through our suburb not the people who live there and enjoy the suburban environment. Dedicated all day HOV & bus lanes with resources to monitor these (as is the case in Auckland) would reduce the number of single occupancy cars. In turn a reduction in single occupancy cars would reduce carbon emissions and have a positive impact on the CCC objectives relating to the recently declared Climate Emergency. I'd like to see CCC providing leadership in this area and a clear commitment between CCC, Waimakariri & Ecan on setting and achieving a target number of vehicles needed to reduce or at least not increase carbon emissions related to vehicles (currently contributing 53% of all emissions).	Barbadoes St: The design indicates there will be a significant increase in traffic on this street without any real additional capacity on the road downstream. The top of the street is busy with cars turning at the intersection and customers of the retail mall, local businesses and the park all interacting over a very short distance. This puts all road users at risk of collision but particularly adds risk for the cyclists who would be unprotected from moving and parked vehicles undertaking complex manoeuvres on a very busy roadway.	The current configuration of the Warrington / Forfar intersection has no provision for right turning cyclists. Routing cyclists up Francis Ave could reduce the interaction between vehicles and cyclists on this busy road thus reducing risk to cyclists.
27723	Dirk	De Lu	This is my personal submission. It is not part of an organizational submission. Please see attached.		
27722	Geraldine & Richard	Trevella			<p>We submit that the left turning restriction suggested for the west side of the Dee Street/ Cranford Street intersection should be omitted. This proposed change would interfere with the safe access of local people to their Cranford Street properties by car, when approaching from the north on Cranford Street. With high traffic volumes, at most times it is unsafe to attempt right turns off Cranford Street into property gateways. The safer alternative is to use Roosevelt Street, then Dee Street and to approach the Cranford Street property from the south. Dee Street carries very little traffic. Westminster Street is already frequently congested at the Cranford Street corner (this is unlikely to improve very much with the minor changes that are planned) and it does not seem appropriate to add to that problem.</p> <p>The proposed restriction generally appears to limit local residents' and business owners' enjoyment of their properties and the neighbourhood by reducing safe access to, and departure from, the properties, without being offset by major gains.</p> <p>The landscaping advantage of the proposed restriction would be small, as the area already has the benefit of many large trees.</p>
27718	mark	smith			

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27717	Keith	Murphy	Are most of these really needed??	A raised traffic island outside my property, no on street parking, no turn left onto Cranford will affect my property value	Why not leave the roundabout at Forfar and install pedestrian crossing lights only. Do not understand the need for left turn restriction at Berwick / Cranford
27715	Martin	Reynders			Within the proposed Barbadoes Street profile, interspace the parking with small tree islands, so the street becomes tree lined
27714	Lorraine	Sheard			Please consider placing turning restrictions into Thames, Severn & Mersey Streets off Innes Road. The use of "Greenways & traffic calming" will have little effect on those wishing to short cut through our neighbourhood off Innes Road
27713	John	Rouch	<p>The term upgrade as associated with this proposal is a misnomer, it implies you are making changes that will improve or make better the current situation and I do not believe this is the case.</p> <p>Sherborne Street has many longterm, permanent residents, it benefits from the proximity to Edgeware Village and the central city. At numerous times during the day traffic is very light and residents in the street still have some sense of neighbourhood, I believe encouraging traffic to use Cranford/Sherborne Streets will effectively close off everything eastwards from Edgeware Village, and lead to disintegration of the St Albans district. Any chance of strengthening neighbourhood ties will be gone forever.</p> <p>I believe Sherborne Street is quite an attractive, open street at the moment. The no-parking zones with myriad signs required and painted lines will spoil this. I do not support having buses and HOV's directed along an inside lane, close to houses. There is already considerable street noise and shaking when heavy traffic uses the centre lanes this will be worsened by increasing the volume of traffic and positioning it closer to the houses. Personally I don't believe there is sufficient evidence to justify the development of HOV lanes over the amount of inconvenience and disruption it will cause.</p> <p>Previous and current town planning laws have led to insufficient off-street parking for the number of residents along Sherborne Street, many people park their vehicles on-street overnight. It would be a great inconvenience</p>		I wish to make a comment about "rat running", this is an emotive term and not nearly as dangerous or prevalent as made to believe in the CCC proposal. I believe most rat runners (to use your term) are not travelling more than a kilometre from where they leave the main road. The ability of some people to exit the main road at minor intersections means less traffic at major intersections, therefore people travelling further afield can do so without interference from local road users.

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			<p>for them to move their cars before the 6am HOV clearways, no-parking rule, takes effect.</p> <p>With traffic on Bealey Avenue already busy, trying to feed more from Sherborne St is going to result in a large traffic bottleneck all the way back. You would effectively be creating a slow moving carpark at the expense of our residential neighbourhood.</p> <p>The traffic should be diverted down Barbadoes and Madras Streets which could be made oneway through their entire length.</p>		
27712	Gerald Stribling & Patricia Coffey	None	<p>The overarching comment that we would like to make regarding the proposed changes is "why is the council accommodating those that live outside of the CCC rate paying area and travel in to Christchurch?" Those that travel in to Christchurch on a daily basis have chosen a "lifestyle" that requires travel and yet the needs and wants of the CCC rate payers within the St Albans area are consistently being overlooked and their opinions marginalised by the Councils current and continued proposals to alter the area to accommodate those that live outside the CCC rate paying area and improve their commute.</p> <p>The Sherborne I Sealey intersection already has a bottle neck and all the proposals will do is improve the travel time to the bottle neck. Many of the communications from Council is to improve the accessibility of the City but through encouraging cycling and public transport use; all these proposals will encourage is people to continue to use their cars to commute into Christchurch.</p> <p>STREET UPGRADE: CRANFORD AND SHERBORNE</p> <p>We do not believe that the proposed lane widths running North and South will safely accommodate cyclists, emergency vehicles and passing traffic when there are parked cars. We also do not believe that parking on the south running lane will be safe for pedestrians and the general public getting out of vehicles, it appears that the</p>		<p>An overall comment is that all of the turning restrictions for Purchase and Canon Streets are funnelling the traffic onto Colombo Street The knock on effect of this is that the Bealey I Colombo intersection currently does not have a priority right turning arrow" Without this arrow driver tension and frustration will result in the taking of unnecessary risks resulting in additional accidents. As an additional note in less than two years living on Canon Street a number of accidents at this intersection have been witnessed and the expectation is for the frequency of these to rise,</p> <p>The funnelling the traffic travelling north onto Colombo Street will only accentuate the unsafeness of this road due the previous narrowing of the lanes on the carriageway due to the construction the cycleway.</p> <p>The loss of parking on Sherborne, Purchase and Canon Streets will be an issue. Colombo Street has already lost parking on one side due to the cycleway. It seems to be sending the message that those outside the rate paying area are allowed to use cars within the city but those living within the city are being forced to curtail their ability to have their cars parked on the street or allow residents to have spaces for friends and family visiting to park their cars. Cars need to be parked and in a high density area the number of off street car parks does not always equate to number of residents who occupy and own cars.</p> <p>In regards to Canon Street, a recently consented development for a five unit property with seven bedrooms only have off street parking for five cars. In the current economic climate,</p>

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			<p>safety issues currently faced on St Asaph Street are being repeated in a street with possibly more traffic volume.</p> <p>In order to improve safety, cyclists should not be encourages to use Cranford I Sherborne Street., they should be diverted to the already constructed, purpose built Colombo Street Cycle Way.</p> <p>BERWICK STREET</p> <p>The proposed upgrade will have a detrimental impact on west of Sherborne Street returning from the Palms. The inability for traffic to turn left onto Cranford leading south will result in people using another mall e.g. Westfield Riccarton. The physical distance and the travel time is negligible and with the proposed changes and the general inconvenience of having to negotiate right turns and left turns and heading back upon oneselÂ·f in a trip will cause to supporting the Palms and the businesses the mall.</p> <ul style="list-style-type: none"> - The traffic flowing into the city should be left to flow down all the available streets and drivers should be allowed to choose the route that best suits their trip needs" Not have travel across suburbs be dictated to those that only travel in and out of Christchurch. - Solutions should be proposed when the actual affect of the traffic increase and traffic patterns can be quantified. - What are these proposals going to achieve for those within St Albans? - A longer bottle neck at the Sherborne and Sealey intersection will not improve driver frustration but will now occur closer to the city. - Off street parking reduced with no real solutions for residents, businesses and their visitors who are being asked to sacrifice their life style for a motorway" - Interruptions to businesses as their customers are unable to commute easily; this will result in customers 		<p>these seven bedrooms could result in fourteen occupants ali of whose lifestyle and work commitments may require them to own or utilise a car. The proposed landscaping plans do not seem to have translated into Council having an understanding of the parking requirements for those who already reside within these streets I general area nor do they have an understanding of the requirements that businesses have for on street parking to function, The local businesses on these streets add to the community and we would be disappointed to see a decline in their business and the possibility that they will have to leave the area due to parking restrictions not accommodating their customers.</p> <p>It also seems that the construction costs of the landscaping and implementation of the restrictions are unnecessary and the proposed landscaping areas will increase the Council's already stretched maintenance budget, and this increase will be reflected in another rate increase next year. There are more important infrastructure issues within St Albans and Christchurch that need to be dealt with than the spending of rates on additional landscaped areas.</p>

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			<p>withdrawing support for the impacted businesses"</p> <ul style="list-style-type: none"> - Decreased safety for cyclists, pedestrians and drivers as extra lanes are put in a few streets to funnel traffic in an arbitrary manneL The burden of the extra traffic is being allocated to only some residents when drivers should be choosing which way is the best for them to commute. - Added mileage for a!! commuters as they to negotiate leaving and entering streets that are being so called landscaped at entrances I exits" - Increased traffic turning right into Colombo Street from Bealey Avenue, where there is currently no priority right turning arrow. - Unnecessary increase traffic along the Colombo Street cycle way due to no left turns into Purchase and Canon Streets" 		
27711	Jane	Hossack	<p>This busy 4 lane roadway clearly prioritises vehicles travelling through our suburb not the people who live there and enjoy the suburban environment. Dedicated all day HOV & bus lanes with resources to monitor these (as is the case in Auckland) would reduce the number of single occupancy cars. In turn a reduction in single occupancy cars would reduce carbon emissions and have a positive impact on the CCC objectives relating to the recently declared Climate Emergency. I'd like to see CCC providing leadership in this area and a clear commitment between CCC, Waimakariri & Ecan on setting and achieving a target number of vehicles needed to reduce or at least not increase carbon emissions related to vehicles (currently contributing 53% of all emissions). This is a key area this Council has the ability to deliver meaningful change not repeat the status quo.</p>	<p>Barbadoes St:</p> <p>The design indicates there will be a significant increase in traffic on this street without any real additional capacity on the road downstream. The top of the street is busy with cars turning at the intersection and customers of the retail mall, local businesses and the park all interacting over a very short distance. This puts all road users at risk of collision but particularly adds risk for the cyclists who would be unprotected from moving and parked vehicles undertaking complex manoeuvres on a very busy roadway.</p>	<p>The current configuration of the Warrington / Forfar intersection has no provision for right turning cyclists. Routing cyclists up Francis Ave could reduce the interaction between vehicles and cyclists on this busy road thus reducing risk to cyclists.</p>
27710	Craig	Taylor			
27708	Jo	Wells			

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27707	Jennifer	Lloyd		<p>Please tell us how we at Barbadoes St (changing end) cross the road into merging traffic e.g. dairy, laundry matt, hairdressers etc. Drive out of our gateway for those who have garages into merging traffic? Where do we park or visitors, there isn't enough parking in this area now! Due to park, & café patrons. Car park at shops will be impossible to get in or out off and is private owned which we cannot use. Great bus stop stays but how do we cross the road to catch bus - please don't move it, please consider us not cars!</p>	
27706	Paul	van Herpt	<p>PROPOSED RE-ORGANISATION OF TRAFFIC IN ST. ALBANS INCLUDING CRANFORD, BARBADOES, AND MADRAS STREETS</p> <p>Total disappointment and frustration best describes the reaction to the plans published for the Stage 1 works in the St Albans area to cope with the motorway discharging into Cranford Street.</p> <p>In our first submission we asked to ensure the east/west routes across the suburb were kept intact. What we are going to get is left turns only out of Purchase and Canon Street, no left turn out of Berwick St, and the closure of the northern part of Forfar Street. These were all options for ways to get around which are now going to be removed. The only route east/west left is Edgeware. Going up Forfar and turning left into Westminster was an option for crossing Cranford Street safely at the traffic lights. Turning off Cranford into Purchase or Canon Streets was a way of going around the block rather than trying to do right hand turns, instead going around by making left turns also disappearing. This will certainly not make it easier to get around the suburb.</p> <p>Reduction in speed to 40 km/hr will just cause more confusion. It may be great from a safety perspective to slow traffic down to make accidents less severe, so why just in one suburb.</p> <p>The streets in the City's urban area have at least 5 different speed limits and this will add number 6. All that</p>		

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			<p>shows is a complete tack of consistency and a whole tot of compromise approaches which in the end will achieve nothing but just continue to waste ratepayers money in signage, road markings and do nothing for the urban environment.</p> <p>It was understood that stage 1 works received Council approval from the previous round, but the works now proposed include works that were previously advised were studies only in stage 1. This includes the crossing by English Park for the school access, and the painted cycleways down streets like Edgeware, Madras and Barbadoes Streets.</p> <p>The Barbadoes/Warrington corner looks like it will be an intersection to avoid in future, certainly on the bike anyway. It replicates coming up Madras Street and crossing Sealey Ave where there is virtually no distance for traffic to merge into one lane and the cyclists get squeezed out by cars crossing into the cycleway as part of safely merging. There is only one lane left turning into Berwick from Forfar so why two lanes turning right Westminster into Barbadoes ? Surely they are carrying the same volume of traffic ?</p> <p>There has to be a question raised as to the purpose of our roads and who has access to them. This scheme appears to do nothing but funnel north/south traffic through the suburb and also funnel local traffic into this flow to get around effectively doubling the problems of congestion. This funnelling has been achieved by limiting access across this main route. The scheme also reduces speed to some residential streets (those not designated as collector or arterial roads) to make them less attractive to drive through. If they get that sort of protection then surely they become the same as a private lane and the rest of us should not be required to having our rates spent on maintaining these streets as we don't have access to them. If that is difficult and</p>		

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			<p>unfair to achieve, it pretty much describes our feeling to this plan.</p> <p>This plan makes it;</p> <p>- DIFFICULT TO GET AROUND ST ALBANS</p> <p>-UNFAIR TO THE RESIDENTS OF PARTS OF THE SUBURB, it will be us who end up out of our cars and on bikes or walking (which we do often enough anyway) just to get around easier, at least on fine days!</p>		
27705	Carolyn	Moffat	<p>Please retain parking for residents in this area, and ensure clearway hours are not extended beyond this. I am concerned that residents parking is already limited, and removing parking on Sherborne St and Edgeware Rd will force residents into neighbouring streets and the shopping centre.</p>	<p>Please ensure that access to Edgeware Village is not hindered in any way by any turning restrictions at Sherborne/Cranford intersection. Both North and South traffic need to easily access this shopping centre.</p> <p>I would also like to see time limits decreased to P10-15 on parks at top of Colombo St outside pharmacy and Super Liquor. I would like to encourage a turnover of parks and currently some people park there and stay for several hours or overnight. All parks in the Village need to be retained.</p>	
27704	Danielle	Anwar	<p>I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension</p>	<p>I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension</p>	<p>I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension</p>
27703	Louise	Macfarlane	<p>I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension.</p> <p>The loss of all greenery is dramatic and how is this upgrade being future proofed to prepare for other forms of transport, like driverless cars or better public transport links. Why do you only consider the individual transport option?</p>	<p>Kensington Ave and Philpotts Road.</p> <p>It is very difficult to even understand what you are proposing here. From my review of the map it looks like a new pedestrian crossing, which I think is in a completely dangerous location. This is already a very busy intersection, with 2 primary schools on either side. I don't think you have considered enough options or been clear with what the options actually are.</p>	<p>Bringing an extra 20,000 cars into our community and expecting them all to follow the same routes is very poor planning. By limiting streets that people can travel down easily, you will drive more traffic on to already busy roads, like Innes, creating longer travel times.</p> <p>Making Forfar Street into a cul de sac and calming the other streets around is certainly going to clog up the bigger roads and increase the travel time.</p>

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27702	Nicole	Tawhai Collie	We do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension.	All of them affected. It would also be safe to have a bike stop lane on Cranford St / Berwick St lights - as a cyclist people race to catch the left arrow from cranford on to Berwick) with one tiny white line to separate me from south travelling traffic on Cranford at the lights. I always fear someone is going to wipe me out.	
27701	David & Nikki	Smith			
27700	Malcolm	Pearce	<p>I am the owner of Cranford Pharmacy which fronts on Sherborne Street and closely coordinates with the ProMed Doctors. Like them it is vital we have easy access for our patients to our healthcare services. Many of our patients are sick, elderly or have limited mobility who must have close on street parking when there is not enough on-site parking at busy times.</p> <p>Maintain Sherborne Street Parking for Patients and Local Residents</p> <p>The parking in front of the Pharmacy and Medical Centre must be maintained. To help facilitate this, the kerbing could be indented to create the parking space if required.</p> <p>I also propose that parking is maintained on the west side of Sherborne Street to ensure adequate parking for local residents and staff working in nearby businesses.</p> <p>Canon / Sherborne Street Intersection</p> <p>Create extra parallel parking spaces on both sides of this intersection as part of the redevelopment. This would be beneficial for local residents.</p>		

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27699	Malcolm	Pearce	<p>The Edgeware Business Association (EBA) made up of business owners from Edgeware Village met to discuss the Christchurch City Council's (CCC) proposed traffic changes.</p> <p>Those present agreed on the following points.</p> <p>Cranford/Sherborne Edgeware Rd Intersection.</p> <p>Important to maintain or improve access from this intersection for North and South bound traffic into the Village.</p> <p>Parking</p> <p>Important to maintain current parking spaces in the Village.</p> <p>Angle parking on Caledonian Road could be extended to improve parking for residents, business customers and staff working in the area. This would also help with the increased parking demands from the new Community Centre.</p> <p>Wayfinding Signage to Edgeware Village</p> <p>These signs would help direct people to the Village and be placed strategically on Bealey Ave and Colombo and Sherbourne Streets. This would be helpful as Edgeware Village is the last major retail area before the motorway for Northbound traffic.</p>		

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27698	Sharon	Anthony	<p>Pedestrian crossing point should be included near Malvern, many people cross there. The distance to Innes Road or Westminster is more than the average pedestrian will walk to, especially less able people.</p> <p>Clear way time 3:30-7pm is overly long, so that commuters can save a couple of minutes.</p> <p>The entire plan is over whelming with so many changes to navigate and see how each will impact us. It is difficult to comment in a completely informed way.</p> <p>Every trip I make will take more time and require further distance to travel, apart from if I choose to travel out to somewhere like Rangiora and actually use the corridor.</p> <p>Hopeful that park and ride and high occupancy vehicle lanes during peak times will be possible.</p>	<p>Do not support the cul de sac on Forfar, please at least leave a left hand turn out to Warrington, Blocking the street will force local traffic to turn right at Westminster, which isn't easy a lot of the day, or as a better option go through to Francis Ave and just relocate cars to their street.</p> <p>Westminster Cranford intersection, has Westminster West of Cranford been widened in proposal? It isn't clear but looks like it has been.</p> <p>If traffic isn't going to be coming off Madras to Forfar why remove car parks from Westminster Street in front and along from Off the Track and dairy, and also on West side of Westminster, as cars being parked there helps slow traffic down and if Westminster and Courtney are calmed in theory less cars will come along the West side of Westminster.</p> <p>Retain parking in front of and along from "off the track" during business hours.</p>	<p>Do not support no left turns out of Dee and/or Malvern, this restricts exiting from our area particularly at peak times, when getting out to either Rutland from Malvern would be difficult or using Westminster/cranford intersection will be backed up and based on current traffic takes about 3- 4 light changes to get through for a left hand turn that we can now use either Malvern or Dee to access Cranford to head North.</p> <p>Suggest calming of cut through streets to make it less attractive for rat racers, single lane Chicanes and/or large speed bumps that you have to slow down for instead of the no left turn out.</p>
27697	Catherine	Early	<p>Here is my submission on transport projects in my area planned to mitigate the effects of the Chch Northern Corridor opening.</p> <p>1. Traffic Calming Measures - Flockton St</p> <p>I am vehemently opposed to the proposed traffic calming measures on Flockton Street, particularly any form of raised platform.</p> <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</p>		

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			<p>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>		

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27696	Steven	Moore	<p>1. The current sense of community that is present in my neighbourhood will diminish with the proposed plans. We are losing our on-street parking, which will make it difficult for friends and family to visit. The current parking that is available on Warrington Street will be cut in half, which I think is ludicrous.</p> <p>2. I am very concerned about the volume of traffic that is going to increase through this area, and my immediate neighbourhood.</p> <p>3. I will only have left-turn access to my property, due to the proposed changes. I drive with a trailer daily for my business, so losing right-turn access is going to make my day to day work more difficult.</p> <p>4. Due to lack of right-turn access, I am going to have to weave through side streets to get to my property, which is inconvenient. It is also going to increase the volume of local traffic through the side streets due to the proposed changes to the road.</p> <p>5. Access to the properties around the Forfar/Warrington intersection is going to be very difficult when the traffic lights are put in. It will be difficult for residents to access their own properties when traffic is building, especially given the increased volume of traffic that is anticipated in the area.</p> <p>6. The plans have changed I feel there has been a lack of consultation with residents. These plans are now being pushed through, and it feels that as a resident we must accept the proposed changes.</p> <p>I feel very strongly that the proposal is going to have significant negative changes for my community. I look forward to hearing from you.</p>		
27695	Rachel	Nash			

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27692	Amy	Brewer	I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension.		
27690	Karen	Patterson	Christchurch	Forfar/Warrington Street - I would like the intersection at Forfar and Warrington Street to remain 4 way. This is a direct extension of Madras Street for those travelling North from the city and closing it for those travelling north east would only divert the traffic onto Francis Ave or Flockton Streets. Also, Warrington Street is already a busy street and it is difficult to turn right from Francis and Flockton Streets onto Warrington whether you are biking or driving.	
27689	Michaela	Bratty			
27688	Sarah	Ferguson	I am generally against the plan, I think it needs massive re-working. The way it will funnel all traffic into already busy roads and disallow locals to use their own local roads is ridiculous .		<p>All turning restrictions on to Cranford will force local residents doing daily errands to join commuter queues on already busy roads. It reduces route options for locals - makes locals lives more stressful in order to make commuter life easier. It is purely unfair. Local Parents who need to get their kids to and from sport, play dates, to the shops and the end of busy day will now be forced into traffic queues on already busy roads such as Westminster intersection, Innes road.</p> <p>I already get stuck having to do a loop around the block to get to my home thanks to the turning restriction on place on Westminster/Rutland. I now have to sit in queued rush hour traffic to pointlessly go around the block. All these turning restrictions will provide the same problems. St. Albans parents are all discussing the frustrating new routes they will have to take.</p> <p>St. Albans Has traffic flow issues caused by poor historic planning- don't make it worse!</p>

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27687	Tim	Kerr	I support the upgrades. I'm also pleased to see that the Westminster Street intersection is to be upgraded because it is problematic.	<p>Warrington/Forfar Street: I often travel down Forfar Street off Westminster in the morning, as do many other cars. I, like them, then turn left into Warrington and then right into Barbadoes Street to get to the one-way system down to Moorhouse. By closing off Forfar Street, north of Warrington, it seems to me that you'll be needlessly redirecting a lot of traffic that already uses that route.</p> <p>Forfar is quite a wide street, compared to others in the area, and I think shutting-off the intersection is a mistake.</p>	
27686	David	Moorhouse	<p>This looks dreadful. There is no safe provision for cyclists. I travel at 30km/hr and use Cranford St each day. You have completely removed the current safe shoulders to squeeze in an extra traffic lane. The convenience of commuters who live outside of Chch is being prioritised over the safety of local low impact journeys.</p> <p>Disjointed inconvenient cycleways (that do not link destinations) to the East of Cranford are not an acceptable solution.</p>		
27685	Edelwina (Edy)	Eichholtz	<p>My son is helping me with my submission.</p> <p>I live on Cranford St and have some of my land taken for a wider road and turning lane. Coming from Holland and having biked all my adult life, I object to continued focus on cars and commuters travelling through my community. You have already destroyed my area around Innes Road and it is now too dangerous for me and my to cross Cranford street to visit my Friend in Weston Road. She is also too nervous to cross the wider road to visit me. Too many cars travelling too fast and not enough time to cross. This will not get better with more traffic coming and going from a MOTORWAY. In Holland there are more people on bikes and more bikes. In the 60's and 70's we decided we wanted to change the way transport was going after too many people were being killed by cars, and it wasn't safe for kids to cycle on the road or to schools. We put children, people and community FIRST.</p> <p>There is not enough detail for this to be a real actual plan.</p>		

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			<p>DO NOT INCREASE THE NUMBER OF LANES OF CARS, INCREASE BUSES INSTEAD, MAKE PARK AND RIDE HAPPEN, BRING IN COMMUTER TRAINS INSTEAD, MAKE CYCLING SAFE AND ATTRACTIVE.....SAVE THE COMMUNITY. Losing St Albans for commuters from Rangiora and Kaiapoi is not fair, reasonable, nor justified.</p> <p>I used to live on Madras Street in the 60's and 70's when the houses deteriorated because of the Motorway plan. It was a bad idea then, and this is the same bad idea, now.</p>		
27684	John	Osborne	<p>Your street upgrades show no safe isolation of cyclists from motorists - I continually observe motorists driving over the cycling areas of the road. Paint marks are not enough there needs to be a physical separation. Something similar to the Rutland Street would be safer and despite initial grumbles seems to work.</p>	<p>I think it is important to look at ways to keep a connection across Westminster and Cranford for all the families that want to get their children to St Albans Primary and St Albans Catholic from the East side of Cranford.</p> <p>It is already dangerous and St Albans Primary has to employ someone morning and afternoon to monitor the safety of children as it is.</p>	<p>I would endorse restrictions that would prevent motorists from entering side streets to attempt to use them to shortcut through the suburb.</p> <p>I live in Severn Street and would also welcome speed control as well as the proposed greenway (it is difficult to work out what this means other than the shown painted icons of cycles on the road) that would stop traffic attempting to accelerate through the street.</p>
27683	Margaret	Stewart	<p>Can the plan. Traffic demand management has not been included therefore the plan continues to place cars before people and does not address the climate change declarations like you have heard from the community, about people not cars, a sense of community, safety for people walking etc and then propose a four lane road full of cars is showing you have not heard us. Can the plan and start from scratch. Write a plan that covers all the suggestions we have raised eg buses on Cranford St, Park and ride, bus lanes, high occupancy lane, trains, continued parking for residents and businesses etc not just a plan to cater for the Waimak residents who are not ratepayers and choose to travel into Christchurch every day to the detriment of the people of St Albans and the St Albans community. Listen to us and write a plan that works for us.</p>	Can the plan	Can the plan
27682	Lara	Stace		<p>Forfar Street</p> <p>Support the traffic calming measures proposed on Forfar Street making it a cul-de-sac.</p>	

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27680	marietta	butterworth	<p>"We do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension."</p> <p>Clear way does not need to be until 7.30 pm bring it back to a realistic time of 6.30 pm</p>	<p>I do not support the closure of forfar street close at Warrington st. If anything there should be a revised traffic calming entrance/exit to the street, to put residents back out onto the busy road to travel east (which is the direction I would go 9 out of 10 times) is ludicrous, adding to congestion, pollutants and petrol costs.</p> <p>The intersection of westminister and cranford street - the light sequencing need to be adjusted or a turning filter added as currently only 1 right (west) turning vehicle can go through the lights. If you are going to force residential traffic from mersey, forfar, and surrounding areas through this intersection, long wait queues will form. with an additional set of pedestrian lights opposite English park this will further restrict turning east onto Cranford</p>	<p>Again, residents are severely restricted and hampered, alternate streets should be considered for turning restrictions this may be less costly and user friendly to residents whilst acting as a deterrent to drivers taking short cuts. seats on the corners - really - would anyone want to sit on a 4 lane road?</p>
27679	Conrad	Fitz-Gerald	<p>To call all changes proposed "upgrades" would be a stretch. While significant change is required to finish a plan that should have been included in the original stages of planning for the northern corridor, none address the issue of traffic reduction. This is a hard one to address because while there is no efficient, affordable and reliable public transport system in place it is hard to convince commuters to get out of their cars. So that issue needs to be addressed before you can even begin to contemplate changes in the usage of Cranford/Sherbourne Sts. Not sure what else you are trying to achieve other than a bottleneck from Innes Rd right through to Bealey Ave (causing a massive backlog through Edgeware). You are funneling the same amount of traffic from 2 lanes down to one and this will cause nothing but stress and grief for both drivers and residents.</p>	<p>All major intersections with Cranford that have lights. RED LIGHT CAMERAS!!! With the money being spent to not put these in is inexcusable. This is an absolute must. The near misses of kids and other road users by red light runners will only escalate from what is already an unforgiveable rate.</p>	

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27677	Andrew	Pengelly	<p>THERE WILL NOT BE ANY MORE CARS</p> <p>When considering all these changes keep in mind that the number of vehicles moving in and out of Christchurch on the day the new motorway opens will be no different that they were the day before that or the week before that or probably even the year before that.</p> <p>WE STILL HAVE OUR EXISTING ROADS</p> <p>The second important thing to keep in mind that all our existing routes into and out of town will still be in place once the new motor way opens.</p> <p>SO WHAT</p> <p>With no change in traffic numbers and existing roads being unchanged any predictions on much impact the motor way will have on traffic flows is mere conjecture, crystal ball gazing and tea leaf reading. It does make sense to make some changes but not all those proposed. I do support upgrading Cranford St simply because it has needed upgrading for many years and this project is a good reason to do that.</p>	<p>One thing unclear in the plans that I would definitely like to be assured will be in place is a flyover at the end of the motorway to provide free flowing traffic to turn right and connect up with Main North Road and continue on to Papanui Road. This is currently a popular route for many travellers and the motorway terminus should allow motorists an easy way to connect to this route.</p>	<p>I don't believe any road need turning restriction put in place until we see how the new traffic flow evolves. As mentioned previously motorists still have plenty of existing routes they use and we can not be certain as to how many will change their travel patterns to end up on Cranford St and go on from there.</p>
27675	JANE LILA	MCKENZIE	<p>Cranford St Homeowners:</p> <p>I've not heard of anyone suggesting this option... but obviously its a sensible option for the residence....</p> <p>Due to the short sightedness of a previous Council, the residence of Cranford Street are being unnecessarily penalized.</p> <p>Many houses now have For Sale signs on their fences due to the fact the moderate traffic outside their homes is soon to become a permanent volume of obnoxious noise and with air pollution.</p> <p>Not only this, their friends and family will no longer be able to 'just arrive and park outside' when visiting, as has been the norm.</p>	<p>Re the, have your say,</p> <p>'On transport projects in your area'.</p> <p>Page 12's image of Warrington/ Forfar Sts intersection.</p> <p>Unfortunately the photo is misleading.</p> <p>It shows incorrectly Forfar St on both sides of Warrington St., .. which Omits Madras St.</p> <p>Madras is a major road exiting the City which makes this omission rather gigantic.</p> <p>To close this area with pretty bushes and trees etc, would be unwise as Madras is a major road. It is the only sensible means of exiting town to Cranford and the Motorway. Closing it would be totally illogical and could potentially cause needless, and</p>	<p>Incase I'm in the wrong box.. I'm repeating it here</p> <p>Re the, have your say,</p> <p>'On transport projects in your area'.</p> <p>Page 12's image of Warrington/ Forfar Sts intersection.</p> <p>Unfortunately the photo is misleading.</p> <p>It shows incorrectly Forfar St on both sides of Warrington St., .. which Omits Madras St.</p> <p>Madras is a major road exiting the City which makes this omission rather gigantic.</p> <p>To close this area with pretty bushes and trees etc, would be unwise as Madras is a major road. It is the only sensible means</p>

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			<p>Their Rates are excessive for their inconvenience, and the returns offered for these anxieties do not relate nor compensate.</p> <p>The owners of these properties were living in their 'Forever' homes and now, due to the ineptitude of a past Council, these people no longer have the financial assuredness they once had, and their future retirement fund has becoming questionable.</p> <p>Suggestion:</p> <p>The council meet them financially in their loses, to buy their devalued properties at market value or realistic rate, or/and give them a financial incentive to make their hardship easier.</p> <p>Result:</p> <p>Council will be free to widen Cranford Street realistically to the specifications of a Motorway, plus extra, for a safety or beautification cushion.</p> <p>= Restoration of the local residence wellbeing, as they will no longer be crushed by this encroaching violation nay intrusion.</p> <p>Trespass of their sanity healed</p> <p>A recap, plus.. Cranford/Warrington Sts.</p> <p>The council buy up All the immediate residential houses plus businesses on either side of Cranford Street from Innes to Warrington Street corner, progressing along Warrington up to Barbados, including the vet on the corner of Warrington and Cranford.</p> <p>With these removed, the motorway would be a successful and proper thoroughfare to the city via the already suggested Oneway of Barbados Street. And exiting by the equally suggested Madras One-way</p>	<p>unnecessary, road rage.</p> <p>Hypothetically, drivers using Madras and finding it closed, will likely use the narrow quiet streets of Oxley or Winton, resulting in them becoming public thoroughfares. Consequently traffic will bank up due to the inability to cross through the Cranford St traffic, causing the 'said' tantrums.</p> <p>Suggestion:</p> <p>Madras, from Bealey, continues being a One-way heading North, with a free left-hand turn to merge traffic into Warrington St. continuing with an almost uninterrupted sojourn north,</p> <p>and..</p> <p>Logically, Barbados from Warrington, a One-way heading South.</p> <p>Result:</p> <p>Madras drivers traveling through the free left hand turn and merging like a zip into Warrington St, will no doubt find this system/technique very satisfactory with its continuum onto Cranford and north = Happy people.</p> <p>Footnote:</p> <p>Closing Madras would be totally illogical</p> <p>A recap, plus.. Cranford/Warrington Sts.</p> <p>(repeated above)</p> <p>The council buy up All the immediate residential houses plus businesses on either side of Cranford Street from Innes to Warrington Street corner, progressing along Warrington up to Barbados, including the vet on the corner of Warrington and Cranford.</p> <p>With these removed, the motorway would be a successful and proper thoroughfare to the city via the already suggested Oneway of Barbados Street. And exiting by the equally suggested Madras One-way</p>	<p>of exiting town to Cranford and the Motorway. Closing it would be totally illogical and could potentially cause needless, and unnecessary, road rage.</p> <p>Hypothetically, drivers using Madras and finding it closed, will likely use the narrow quiet streets of Oxley or Winton, resulting in them becoming public thoroughfares. Consequently traffic will bank up due to the inability to cross through the Cranford St traffic, causing the 'said' tantrums.</p> <p>Suggestion:</p> <p>Madras, from Bealey, continues being a One-way heading North, with a free left-hand turn to merge traffic into Warrington St. continuing with an almost uninterrupted sojourn north,</p> <p>and..</p> <p>Logically, Barbados from Warrington, a One-way heading South.</p> <p>Result:</p> <p>Madras drivers traveling through the free left hand turn and merging like a zip into Warrington St, will no doubt find this system/technique very satisfactory with its continuum onto Cranford and north = Happy people.</p> <p>Footnote:</p> <p>Closing Madras would be totally illogical</p>

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27674	St Albans School	Board of Trustees	Please see attached doc	Please see attached doc	Please see attached doc
27673	Patrick	Kennedy	<p>In general, this is another of those scenarios where our sink is overflowing, and we are trying to solve the problem by mopping the floor, rather than turning off the tap. There is a passing mention that the council(s) might look at park & ride facilities. This is not good enough. This should be the number one option. A shared joint effort by CCC, WDC and ECan to provide a meaningful, sustainable solution to congestion, with full time bus lanes, more frequent services, and a destigmatisation of the Jurassic view held by a lot of Cantabrians that the bus is for poor people or derelicts or that the only reason someone uses the bus is because they can't afford a car. The fact that a "High-Occupancy Vehicle" is regarded to be a weird vehicle with more than one person in it is evidence that this council also adheres to this attitude. I think the HOV lane will also be nigh-on impossible to police, and a full time bus lane with more frequent services makes infinitely more sense if the idea of this project is to move a larger number of people more efficiently, rather than increasing congestion at the output points of this scheme.</p> <p>I shouldn't need to add that this Council has made a commitment to make this city carbon neutral by 2050, and just 30 years out from this deadline, is actively encouraging more single-use vehicles to clog up our streets and our lungs.</p>		
27672	Peter	Dobbs	No comment		Understand need to impose turning restrictions to maintain traffic flow
27671	Kirsty	Humm	<p>Still very concerned about the 50kmph speed limit going through Cranford Street/Sherborne Streets and down Madras/Forfar and Barbadoes Streets, all of which are used by school students to access schools in the area. Most people disregard the speed limit anyway so I don't see this altering driver behaviour one iota unless it is actually policed. The safety of our community is still going to be a huge issue here. No detail on if heavy vehicles such as trucks and truck and trailer units are going to be allowed on these streets?</p>	<p>I do not want the carparks along the East side of Barbadoes St/Edgeware Rd in front of the shops and on the North side of Edgeware Rd/Barbadoes St to be removed in the intersection "upgrade". It is tough enough for these local businesses to survive without this happening too. Very hard to see the details in the map provided assets/Documents/Consultation/2019/7-July/Cranford/Parking-Loss-Gain-Cranford-Sherborne-warrington-berwick-westminister-innes-edgeware-Optimized.pdf, so hard to make an informed comment. More details required please.</p>	Mostly good. Will be very annoying for some until people get used to them!

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27669	Karen	Neill			
27668	Liss	Bornheim	Please see attached document for my comments.		
27667	Maria	Lamb	These are both main through fares from CBD to North of City and vice versa. Currently, they work adequately and only now with the new Northern Corridor been created, are we starting to see problems arise. Traffic has been an issue since the earthquakes as Cantabrians are tired of constant road works, pot holes, changes to lanes, redirections, temporary speed zones and the rest. I do road patrol for the local St Albans School where I have witnessed daily morning and afternoon, cars running red lights, orange lights and putting young children's lives at risk. How you manage to address this issue, will be interesting for all to see as bringing more cars into a small suburb is only going to be a nightmare in the long term management.	Intersections - Cranford/Innes and Cranford/Westminster and many others need to have less traffic flow, not MORE.	
27666	Liam	Speechlay	Mostly Good, but put Cyclists and Public Transport BEFORE cars with a bus lane at clearway time. Try have the traffic lights scheduled as there are 7 traffic lights and people may turn off down Innes to avoid some. At the Sherbourne/Bealey intersection northbound lane on Sherbourne, start immediately with one lane to avoid unnecessary merging. If you have space put a median, but only if it looks nice.	Westminster/Cranford= Put a Barnes dance as the intersection as is used a lot by school children. All= Add more time where all traffic is stopped to avoid crashes.	All turning restrictions good, but area inside Innes, Cranford, Courtney, and Rutland is not protected. According to the data approx 650 cars in the morning and 800 in the evening will use the area. I have made a plan to counter this included in my feedback form. I believe it mixes resident usability and anti commuter features well.
27665	Jock	Kininmont	██████████ ██████████		
27664	Mary	Holden	██████████ ██████████		
27663	John	Ascroft	Should be people before cars. Priorities should be pedestrians, cycles, Public Transit, shared ride services, private cars and lastly parking. Each category should be safe and optimised before the next category gets any attention or space. Support removal of on street parking as much as possible. Would prefer permanent buslanes with separated cycleway, rather than timed clearway.		
27662	Dennis	Musgrove			
27661	Jan Jakob	Bornheim	Please see attachment	Please see attachment	Please see attachment

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27660	Ian and Rosamund	Westbrooke	We strongly support the focus on Cranford/ Sherborne and would oppose any move to make Barbadoes and Madras major routes.		The new cycle lane in Edgeware Road, provides an opportunity to investigate landscaping opportunities to enhance the community and village nature along the entire length.
27657	Amanda	Wallwork	no comments on this	<p>Cranford Street and Westminster Street - A permanent turning arrow allowing traffic to turn right, coming west, should be in place at all times to enable safe passage around the local area. Many families who have children attending St Albans school come from the east side of Cranford Street and need to be able to turn in to Westminster Street to drop children off. No turning arrow means people need to turn on the orange/red phase which can compromise pedestrian safety (children walking to school) as we have already seen happening on a regular basis with the current lights. All right turns need lights at this intersection for pedestrian safety.</p> <p>Warrington St and Forfar Street - Forfar Street, north of Warrington is currently regularly used by St Albans residents through out the day to enable smooth and direct travel around the area. It is a wider and straight street making is safe for travel, cycling and parking to occur simultaneously. Turning this into a cul-de-sac will put pressure on surround streets including the much narrower Francis Ave. Traffic down Francis Ave will be more likely to increase as St Albans locals try to get toward Barbadoes Street to get into town, or to get onto Warrington Street to move around the local area. This will also put extra pressure on Cranford Street, between Westminster and Berwick, as locals compete with the out of town traffic on the morning and afternoon commute. This is nonsensical and will result in the last 5mins of a trip home for a St Albans local becoming much more protracted. This is not limited to the work commute but also to the many after school trips locals make around the St Albans area to take their children to sports practices, youth groups, dance lessons and play dates.</p>	There needs to be at least 1 other street in each block (Westminster to Innes and Innes to McFaddens) where cars can turn left onto Cranford Street. Living in the block boarded by Westminster and Innes we regularly use Malvern Street to turn left onto Cranford as Westminster Street can be blocked up back to Roosevelt Ave or Jacobs Street with traffic heading East. The traffic lights at Innes and Cranford means that there are regular intervals of slow or no traffic making a left hand turn safe and easy to complete.

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27652	David	Hattam	<p>The proposal is very car dominated and does not provide any trees or amenity for people walking around the area. The painted median means that the road will appear to be very wide and make it harder to motorists to control their speed. People driving into the city from the Northern arterial will have been driving fast and will not have had time to adjust to the change in speed environment and there are no visual clues for them. Some enclosure from trees would benefit everyone.</p> <p>There is space in the corridor through the painted median. These are used in New Zealand to allow for right turns onto private property, although they are not used in Australia where a road like this would have a solid median for safety. It seems dangerous to allow people to turn across two lanes of traffic and it also seems like a waste of a 2m wide strip of public space. Has the project team considered an alternative solution, or just used a painted median as a default option? A planted median would be a good option.</p>	<p>I agree with the with enlarged corner on Edgeware Road / Cranford Street as it is often cramped for space here if people are waiting to cross the road.</p>	<p>The landscaping will provide some much needed greenery into the harsh environment of Sherbourne Street.</p>
27649	Phoebe	Thompson			<p>Westminster Street needs 3 dedicated lanes or some deterrent to prevent large volumes of cars backing up west down Westminster street due to turning vehicles blocking the lanes. Traffic at peak times is backed up along Westminster street from Cranford past Roosevelt. This blocks access to residents houses.</p>
27648	Adrienne	Canton	<p>I do not support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension.</p>		

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27647	Aaron	Tunnickliff	<p>I think improving access to and from the central city is a good thing and reducing the traffic on Marshlands Rd and Main North Road will be crucial as areas such as Prestons and Clearwater continue to expand, I think the proposals are a sensible compromise to enable an increased flow from CNC as far as Bealey Ave.</p> <p>Although I have a fear that Springfield Rd will see a significant increase in traffic and has no safe pedestrian crossing points today which will become even worse with more traffic down it - Have you considered a safe crossing point either side of Edgeware Rd and Springfield Rd?</p>	<p>I have concerns that the proposed design of Westminster and Cranford St intersection will not meet the volume of traffic that uses it today and it will become an even worse bottleneck if Forfar street is closed in both directions at Berwick, particularly for traffic traveling South and West in the mornings from Marehau or North east St Albans. I understand the need to close Forfar St Northbound and push that afternoon traffic to Cranford via Berwick but think it should be left open to Southbound traffic otherwise you will see an enormous growth of traffic on Francis Ave and through to Barbadoes St and Westminster to Cranford in the mornings, leading to increased congestion, Frustration and undesirable behaviours.</p>	<p>In general I think the turning restrictions are sensible, but don't understand why no left turn out of Berwick St, unless your plan is to force Southbound traffic in the area to use Oxley etc??</p>
27646	Meg	McLean	<p>What are you actually doing at Cranford St/Innes Road intersection? Nothing by the looks of it. When we lived next door 13/14 years ago it needed a turning arrow even then.</p>	<p>What are you actually doing at Cranford St/Innes Road intersection? Nothing by the looks of it. When we lived next door 13/14 years ago it needed a turning arrow even then.</p>	<p>Why are some intersections not able to be turned at? There should be a no right turn sign if there's going to constantly be a red arrow appearing every time the straight through light is green. Especially coming from Main South Rd trying to turn right into Curletts Rd after school. I now go south on Main South Rd, left on to Watts Rd, then left on to Blenheim Rd.</p> <p>I have never been able to go the other way unless I want to go at the end of an orange light, and be the cause of an accident.</p>
27645	Clare	Ogier	<p>Cranford Street and Berwick/Warrington Street. I object to the removal of the left hand turn from Berwick onto Cranford Street when coming from East Christchurch and heading to town. I believe that there is too much traffic being diverted to narrow streets and intersections such as Edgeware Rd or Westminster St. There are large volumes coming from east or north east christchurch along Warrington St to then have to turn at a previous intersection to get onto or across Cranford the options are being reduced too much.</p>	<p>Cranford St and Berwick as noted in upgrade section.</p> <p>Forfar and Warrington St. I object to the closure of southbound exit onto warrington st(currently roundabout) as people from north west locations use this to get home/across town to other southern or southeastern suburbs from airport, harewood papanui locations. It would funnel too much traffic onto one road and increase traffic too much. People need to get across cranford st rather than just up and down it.</p>	<p>Removing Left hand turn out of malvern st onto cranford st to then head north or north east. I object to this change. Again the proposed options are removing the options for people from east and north east christchurch to get across cranford street when heading home.</p>

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27644	Stefan	Jermy	<p>Support the plan overall.</p> <p>The area is run down and needs and upgrade. Cranford Street road surface and footpaths are dilapidated.</p> <p>Currently traffic congestion at the Cranford/Main North Road backs up down to Innes Road so the new motorway couldn't come sooner.</p> <p>I support the 40km/r speed limit in residential streets to improve the level of safety for residents.</p>	<p>Cranford/Berwick Intersection - Large amounts of school children cross here morning and afternoon from all crossing points. The South/West crossing in particular is challenging for safe refuge given the quantity of children that build up here waiting to cross. Speed limits and compliance to red lights is an issue each day. Children are one to two meters away from vehicles travelling at over 50km/r.</p> <p>Footpaths are proposed to be narrowed on the east side. Please consider maintaining the footpath widths to cater for the quantity of children that use these each day. Narrow footpaths adjacent to a live traffic lane on a main arterial route where hundreds of school children use this each day decreases the level of safety for the children.</p> <p>Cranford/Westminster Intersection - Would like to point out that there is a lot of school children that use this intersection each day crossing over East to West. The current standing area and signal time does pose safety challenges for the children.</p> <p>I support the proposed signalised intersection to support school children crossing. Please consider appropriate refuge areas and footpath widths to supporting safe travel to and from this intersection.</p> <p>I would advise for the traffic engineer to visit the above locations at am/pm school peak to observe how the school children move through these areas and observe traffic behaviour.</p>	
27641	Robert	Fleming	Generally agree with the proposals.	Supportive of the no right turn into Westminster St westward during peak morning period.	Agree. The proposals will be ineffective if traffic cannot be encouraged to use the roads that have arterial designation. There will be inconvenience for residents, however to me this inconvenience is the lesser evil of the choices. Our streets must be say for children, pedestrians and cyclists.
27640	Roshan	Rayen	Sherborne Street parking.		
27637	Michael	Sheedy		The pedestrian crossing proposed on Innes Road between Kensington Ave and Philpotts Road is still of great concern. Increased traffic volumes on Innes Road will be putting our tamariki at increasing risk. A signalised pedestrian crossing point that both schools can use that mitigates the risk of Kensington Ave, Philpotts Road and Innes Road would be a great solution.	

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27636	Karyn	Perry	Could you please tell me where us 6 pensioners are going to park that live at [REDACTED] Barbadoes Street. We are all 70 plus with elderly disabilities. I myself have arthritis in both hips & back plus asthma. we are all concerned at parking way down by the park for the safety of our cars and ourselves walking alone. With putting in traffic lights you are taking away 10 parks. Is there anyway we could be allocated even 4 car parks in the shopping block across the road or make parking available in park next to us. There is 10 pensioner units and only 4 garages supplied so please where are we meant to park.		
27635	Nicole	H	Agree that the T Junction of Bealey & Sherborne needs more than 2 turning lanes. However there are multiple businesses along Sherborne Street (and even Bealey) that rely on the parking on either side of the road. The new plans make no effort to consider the parking of these businesses or people and the clearways during "peak times" are not relevant to the people who park @ 8 - 8:30 am and walk to work.		Perhaps include parallel parking along the lane you will be cutting off in the streets that will become a turning restriction and make them public parks (i.e. not metered or timed)
27634	Dave	Chapman		Warrington/Forfar - Flockton Street stopping traffic here will send increased traffic down Flockton to get to the other side of Westminster and north east to get to the other side of Westminster and north east to Prestons / Marshlands.	
27633	Clayton	Wallwork	Ok with these, but should allow local residents minimal interference when going about normal business 24hours a day 7 days a week. The traffic calming and street changes need to consider peak and off peak travel for local residents.	Westminster and Cranford - needs a major upgrade - perhaps turning arrows for turning right into Westminster both ways from Cranford St. Not happy with the Forfar culdesac. This would interrupt local residents travel too much. Would encourage a cycle lane here though.	Cranford and Malvern - I would like the ability to turn left from Malvern heading north onto Cranford. Canford and McFaddens - I would like the ability to turn left from McFaddens heading north onto Cranford.
27632	Sharon	Chapman-Stead	FORFAR Street - if worried about traffic flow why not put traffic calming down Forfar St instead of blocking off. Do not support decision to block!!!	Strongly disagree with the closure of Forfar St / Warrington St. Is not thinking of residents living in neighbouring streets. It is short sighted to think right turning traffic will not go up Flockton St a narrower street with sink holes in the road & regular speed related accidents.	Tree still not replaced outside 109 Flockton St after a car accident so not confident of proposed plans,
27629	Courtney	Green			

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27628	A J	Roberts	Not impressed with the overall plan. It will be the end of residential and force Cranford St to commercial. Who would want to live there.	We own Cranford Ale House at 305 Cranford St. Why do we need a median strip when it is so wide. The current road markings work well for turning both ways.	Not allowing free turning at McFaddens Rd is a disaster for us, 60% of our customers are from the south side of Cranford St. No left turn into Cranford St just does not make sense. 20% come from the north side McFaddens Rd with no access at all. Those will have a big impact on our business.
27627	Niki	Sycamore	You are proposing restrictions on side roads - Weston, McFadden etc. to prevent short cutting. I can see that will help traffic moving from an east - west direction in the mornings but at night when traffic coming from the west side of the city will track through e.g. Weston Rd to McFaddens to Cranford St - to avoid the Rutland St / Innes Rd & Innes Rd / Cranford St lights. At night Innes Road backs up west beyond Rutland St & already Weston Rd is used as a short cut. I imagine this problem will increase as more traffic will be heading to the beginning of the Northern Motorway off Cranford St rather than off Main North Road		
27626	Brian & Jane	Watkins		Urgently needed green arrow on Cranford Innes intersection going north with large build up of traffic only one or maybe two cars turn, usually on red light by time on coming traffic go through on orange. A few years ago many signatures were collected but turned down. Cannot understand why such a busy intersection does not have a turning arrow.	
27624	Lisa	Buchanan	I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension		
27620	Sarah	Walker	I am interested in ensuring that traffic flow: - is safe and children to travel safely to school and play in our street - our street doesn't become over subscribed as a back road commute as a result of closing Forfar Street.	I would like to comment on closing Forfar Street intersection which I don't recall on earlier plans. What I recall is a traffic light. I feel that if you shut Forfar Street, that while the intention is to make people turn right, in reality it will cause traffic to divert up our street in much heavier numbers than we had anticipated. Forfar is much better equipped in terms of design than Francis to deal with increased traffic. If you close Forfar, close Francis or leave them both open and we all share the load fairly.	
27619	Louisa	Taylor	The additional traffic on Cranford street will split our community apart, creating a St Albans East and a St Albans West. It is so disappointing to see any emphasis on anything but public transport. For any Councillors	Madras going North in the evening is so dangerous. It goes from 2 lanes on the South of Bealey to a merged one lane with parking and popular biking lane. Christchurch drivers are unable to grasp the concept of 'merge like a zip' , everyday cars try to overtake	Don't plant trees under powerlines. No flax as it hangs out over the road. Nothing with poisonous berries or prickles Fruit or nut trees great.

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			<p>who are struggling to grasp the urgent change required in the world, please watch Netflix documentary called Chasing Coral.</p> <p>The additional traffic flowing down Forfar in both direction cuts our street off from the St Alban's park. Our house [REDACTED] will be in an island unable to get anywhere on foot and our children unable to cross the streets. It is so bad currently that we decided to move to the other side of Cranford before it gets worse.</p> <p>We were pleased to see the zebra crossings crossing from Forfar between Oxley and Winton to the park included in the scheme. However there is no detailed design included in the consultation pack. Traffic along here currently travels at 60+km/hr regularly. This must have a central island for children crossing half way which is wide enough to have a bicycle comfortably sitting in it without getting clipped by traffic. Signs saying "children and elderly crossing"</p> <p>We are happy to see a controlled light change for the school kids. It would be good to have the ability to put removable lolly pop sticks on here and have a 'reduce your speed' flashing signs.</p> <p>Make a donation to the local St Albans Primary school to mitigate the impact this will have especially to children living to the East. St Albans Primary need a new playground, we suggest you donate or get NZTA to.</p>	<p>here or refuse to yield. Some drastic treatment needs to be added there.</p> <p>Forfar/ Warrington - the name of the road needs changing north of this corner. it's no longer Forfar and it will cause confusion as you can't get there from any direction.</p>	
27617	Christchurch Citizens Collective	As above		<p>Traffic lights are not necessary on Warrington/Forfar/Barbadoes intersections. First, the new Corridor will allow motorists to bypass these streets. Second, they are unnecessary. Third they will slow traffic down to much and unnecessarily lead to more congestion than would otherwise occur. This council needs to end its addiction to sticking traffic lights anywhere. There is no evidence they may things safer-people can easily run red lights and this happens all the time. At least with a roundabout, the layout of the islands force people to slow down.</p>	<p>Turning restrictions just needlessly make things more difficult for residents and motorists and will cause confusion and delay. They are not necessary and there is no evidence they improve safety.</p>

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27615	Jeanne	Cooper	Good but consider the volume of traffic coming from the west of city to Papanui Road and then east to join Cranford St	Lights at Springfield Rd/St Albans St intersection will be needed as traffic feeds into Westminster and Courtenay Sts to join Cranford	As there is no right turn into Webb St, peak traffic uses Beverley St (a very narrow street) to access St Albans St
27614	Alison	Dorman		Forfar and Warrington: I absolutely accept the need to use measures to reduce rat running. However, between this upgrade and the removal of turns into Malvern and Dee Streets there is a block of streets boarded by Cranford, Warrington, Forfar and Innes that would become difficult to access. The only way I can see is to use Flockton - increasing congestion at the top of Barbados Street - or Hills Road, increasing congestion there as well. To mitigate this there would need to be a right turning arrow at the Warrington & Cranford Intersection (turning east) that would have a suitably long phasing to allow people to get into their streets.	
27613	Daniel John	Clarke		No to all of your proposals. Please leave our roads open to be used. What you are labeling "rat running" is actually us locals trying to get about our neighbourhood.	I am opposed to all of your methods. You are forcing an even higher % of traffic onto an even smaller % of roads and then propose to make the bad situation you created even worse.
27612	Carolyn	Till		<p>Barbadoes St/Warrington Street intersection</p> <p>Carolyn Till - Sincock & Till Audiology</p> <p>I own a business very near the corner of this intersection and would lose on-street parking and suffer reduced access to my business as a result of the proposed changes. Many existing clients and future new clients park outside on the street and pop in for supplies, or come for their appointments and losing this will be inconvenient for my clients and provides a barrier for them to access my services. This may put them off coming to me. I am very concerned about the noise/dust/increased vibrations/lack of access to my business while the intersection is being upgraded. I am a noise sensitive business - testing hearing, fitting hearing aids, working mainly with adults with hearing issues (often older adults). Sometimes they have other disabilities which require good access to facilities. How am I supposed to operate with this disruption? I am reliant on a quiet environment to carry out my core business. The disruption (noise/presence) caused by construction machinery is a severe impediment to my business continuing to run. I am very concerned about the effect of this upgrade on my business - my clients need to access my business easily. They must be able to get in and out of my business safely. My business is very close to the intersection. With increased</p>	

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				<p>traffic accessing my business will be more difficult. See my previous submissions in this regard.</p> <p>I am unsure of the point of the green part on the map (P35) on Barbadoes Street that 'juts out' on the street. This restricts access to our off street parking and also restricts the access to the driveway for the elderly residents that live next door at 699 Barbadoes Street. They have very limited off street parking and I am concerned about their safety if they have to park a long way down the road from their homes.</p> <p>I am also concerned about loss of on street parking for Ristretto cafe across the road which is reliant on on street parking. Ristretto is a cafe which is a valuable business in the community and adds vibrancy to the surrounding St Albans park area.</p>	
27610	Nicola	Bennett (on behalf of the Forfar Nursery and preschool governance Committee)	<p>On behalf of the Forfar Nursery and preschool governance Committee: Although as a committee we appreciate some of the benefits of the proposal, eg:</p> <ul style="list-style-type: none"> - reducing traffic flows along Forfar, - Improves the crossing at the intersection of Forfar & Westminster (for children walking and scootering to school etc). <p>However the closure of Forfar St has an impact on:</p> <ul style="list-style-type: none"> - The access to the preschool for parents, staff, service vehicles - Potential future business from families driving past - Has negative impacts on the adjacent residential streets - Environmental disbenefits (air pollution) as it causes more mileage in the local area so reduces air quality. - Increased travel time - Unnecessary travel because of the diversion caused by the road closure (not able to drive direct and having to 	<p>We do not support the closure of Forfar st. This will have a direct impact on:</p> <ul style="list-style-type: none"> - The access to the preschool for parents, staff, service vehicles - Potential future business from families driving past - Has negative impacts on the adjacent residential streets - Environmental disbenefits (air pollution) as it causes more mileage in the local area so reduces air quality. - Increased travel time - Unnecessary travel because of the diversion caused by the road closure (not able to drive direct and having to wiggle their way through adjacent streets to access the preschool) - It limits access within the residential areas and exacerbate traffic in the local streets. - The issue with safety of children crossing is now transferred from Forfar St to Francis and Flockton streets. - It will trigger unsafe behaviours. - Greenways, traffic calming and cycle ways which will mean less 	We do not support the closure of Forfar st (see reasons above).

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			<p>wiggle their way through adjacent streets to access the preschool)</p> <ul style="list-style-type: none"> - It does limit access within the residential areas and exacerbate traffic in the local streets. - The issue with safety of children crossing is now transferred from Forfar St to Francis and Flockton streets. - It will trigger unsafe behaviours. - Greenways, traffic calming and cycle ways which will mean less parking on the street for staff and residents. There is a community hall at Forfar Courts (95 Forfar Street) and when people are there it reduces the amount of parking on the Street also. This just creates parking issues in adjacent streets we cant afford to lose any on street parking. <p>At Forfar Preschool we have parents and staff that walk and cycle, however some of our parents do have to drive to drop off and/or pick up (and therefore need on street parking)</p> <p>Our preference would be to have all the streets managed rather than cause issues for other streets in the area. Also, have speed reduced to 30kph around the schools. We suggest implementing traffic calming measures to make the local streets less attractive for through traffic as opposed to blocking off the street (eg. narrow up the streets).</p>	<p>parking on the street for staff and residents. There is a community hall at Forfar Courts (95 Forfar Street) and when people are there it reduces the amount of parking on the Street also. This just creates parking issues in adjacent streets.</p>	
27609	B L	Wheeler	<p>Upgrades adequate but parking restrictions are too harsh. If you are banning parking on the west side of these streets then why not a clearway all the way in PM</p>	<p>Westminster / Cranford - should be phased right turning arrow for Cranford into Westminster travelling south. NP on Westminster St from 93 to corner. Any other parking time controlled parking either 1 hour or 90 mins.</p>	<p>Can see the reason but they will force large amounts of traffic to use other streets that are not suitable for heavy traffic.</p>
27607	Wendy	Sharp	<p>As a property owner in Purchas St I absolutely disagree that Sherborne St is being upgraded, from my perspective it is being downgraded from a residential accessway to a drag strip for North Canterbury and Northern suburb commuters.</p>	<p>Sherborne, Purchas St intersections and Sherborne and Canon intersections.</p>	<p>Turning restrictions on Purchas + Canon Sts cause increased residential traffic on the west side of Sherborne onto Colombo. East side restrictions increase residential traffic onto Manchester St. Landscaping + additional yellow lines remove current much needed car parking</p>

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			<p>Personal Effects</p> <p>I own two co-joined investment units at ■ Purchas Street. I was very concerned to see that the proposed changes to the intersection on the west side of Sherborne and Purchas St will remove two current car parks in front of my units.</p> <p>I have six tenants in my flats with three cars. There is currently just enough onsite parking to accommodate these vehicles with some juggling for the family who own two vehicles.</p> <p>Obviously this proposal will negatively impact on my property which will affect my access to visit tenants, for tenants to accommodate visitors and for trades people to maintain the flats and ensure the delivery of tenants gas bottles and of course will effectively reduce the pool of prospective future tenants to those with only one vehicle and non-car dependant visitors.</p> <p>Wider Community Effects</p> <p>I am only one of many who will be badly affected by the proposed changes. When I consider the flow on effect on all the residents and owners in my immediate vicinity who are directly impacted by the total removal of all parking on the west side of Sherborne St, the effective removal of residential car parking on the East side of Sherborne St with the proposal to introduce a 7 to 9:00am clearway and the proposed landscaping and introduction of yellow lines on both sides of the intersections of Sherborne and Purchas and Canon Streets, removing 2 car parks on west Purchas St, 6 car parks on east Purchas St, 3 to 4 parks on west Canon St and 7 car parks on east Canon Street, I can only imagine how it will impact on this long established and popular residential suburb.</p> <p>Where will all these residents find accessible and unrestricted car parking in the area?</p> <p>It appears to be an impossible situation for these people.</p>		

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			<p>I also wish to point out that the car parking problems are chronic now on east Purchas Street and no doubt in the surrounding streets due to the number of commuters using the area for all day parking to access nearby work places during the week, as there are many shops, cafes, the Southern Cross hospital in Bealey Ave and the large and expanding old peoples accommodation in Caledonian Road, not to mention the accessibility to the city centre which has virtually no unrestricted daytime parking within the nearby four avenues.</p> <p>Anticipated Future Effects on the Area</p> <p>The effects on the liveability in this area will be dire. As it is a high density residential area, served by a numerous blocks of flats, townhouses and established homes, I anticipate the property values in my immediate area will seriously diminish as it will change from a viable choice for those who wish to have the convenience of being close to the city centre and who currently patronize the businesses and attractions there and instead will become a main drag for passing vehicle dependant commuters from outlying suburbs with the inevitable restriction on current residents, who in many cases will effectively be denied the benefits of car ownership.</p> <p>I would expect that the suburban nature of this area will change and become an area favoured by mostly carless transient residents without commitment or care for where they live. Effectively a slum. Surely a sorry outcome for an attractive residential suburb adjacent to our re-emerging and beautiful city area.</p> <p>A Suggestion to lessen the impact on car dependant residents in the area.</p> <p>I accept that the overall proposal is a probably already a fait accompli and anything I have said has been said by many others already.</p> <p>I would however suggest that to make the inevitable impact less unpalatable to current car dependant residents that the road planners abandon attempts to beautify the affected Sherborne St intersections on</p>		

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			Purchas and Canon Streets and dedicate all available space on all these streets to parallel parking, restricted to residents parking with some restricted parking for visitors. This will also have the same traffic calming and a discouragement effect as space hungry landscaping and yellow lines, on drive through traffic, while making the most practical use of the severely limited available parking spaces for residents most badly affected by the changes proposed.		
27605	Williams	Jeniffer	I am a YES for this work	I like all the intersection upgrades	Please do remove the left turn out at Knowles Street as I would like reduced traffic in my street and am willing to have less access myself. And also in McFaddens Road as this will improve the safety of the ped crossing on Cranford
27604	Williams	Harvey	Yes please make these changes	I like all the intersection upgrades	Please do remove the left turn out at Knowles Street as I would like reduced traffic in my street and am willing to have less access myself. And also in McFaddens Road as this will improve the safety of the ped crossing on Cranford
27603	Arnaud	Scandrett	Yes please do this work ASAP		Please do remove the left turn out at Knowles Street as I would like reduced traffic in my street and am willing to have less access myself. And also in McFaddens Road as this will improve the safety of the ped crossing on Cranford
27601	Briar	Scandrett	Yes - great do this!	I like all the intersection upgrades	Please do remove the left turn out at Knowles Street as I would like reduced traffic in my street and am willing to have less access myself. And also in McFaddens Road as this will improve the safety of the ped crossing on Cranford
27600	Willow	Scandrett	I am in favour of this work	I like all the intersection upgrades	Please remove the left turn out at Knowles Street as I would like reduce traffic in my street and am willing to have less access myself. And also in McFaddens Road as this will improve the safety of the ped crossing on Cranford
27599	Melanie	Williams	I am in favour of this work	I like all the intersection upgrades	Please remove the left turn out at Knowles Street and McFaddens Road as this will improve the safety of the ped Crossing on Cranford

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27596	P W	Ayton	They need a better turning lane for the corner of Cranford and Berwick Street - for traffic going south to connect with Barbadoes Street otherwise there will be too much traffic going down Sherborne St to a bottle neck when it comes to Bealey Ave and having cars backed up for miles.		
27595	Judah	Soloman-Gibson			
27593	Andrew	Sprouse	Where are the residents going to park their cars if they don't have off street parking?	The Warrington and Forfar Street is good as it is, but I think the traffic lights at Warrington/Barbadoes St is a good idea.	
27592	Anthony	Milne	We live on the west side of Cranford St between Weston Rd & Knowles St. When travelling down Cranford St from the north (from Main North Rd or the C.N.C) we will be unable to easily access our property by car.	We are unable to turn right off Cranford St until Innes Rd & then cannot easily get back to Cranford St except by doing a U Turn somewhere. Our inability to turn left onto Cranford St from Knowles St further restricts our options.	The alternative is that we travel down Papanui Rd to Innes Rd but this is an unacceptable amount of additional travel. The road changes resulting from C.N.C must be functional for impacted local residents - we need the ability to do a U Turn on Cranford St near Innes Rd (similar to Fendalton Rd) or the ability to turn left from Knowles St onto Cranford St.
27591	Rob & colleen	Hesketh	<p>We refer to the proposals for Cranford Street/Berwick Street as part of the northern corridor upgrade. We reside [REDACTED]</p> <p>Although we understand and accept the need to change the roundabout to traffic lights and the closure of the northern part of Forfar Street, we don't accept the no left turn at the end of Berwick street onto Cranford Street.</p> <p>Currently exiting our drive safely to head east onto Warrington Street and then south can be a hit and miss affair. With the proposed lights and the expected increase in traffic along this road we know that there will be less if any chance of us being able turn right. As it is not a great distance from the corner to our drive, there is a chance that as we exit slowly to merge into the traffic queue, a vehicle coming around the corner from Forfar Street would have to stop suddenly blocking traffic or relating in a nose to tail accident as we try and get into the lane. Needless to say we tend to turn left onto the road and then left again onto Cranford street if we are</p>		

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			<p>going west east or south of the city or into the CBD. However if the no left turn is installed and we need to go to the CBD or south then we would have to travel onto Westminster St, Courtney St, St Albans St and onto Papanui Road in other words, do a rabbit run.</p> <p>We understand from one of the public meetings held that the reason for the no left turn is that your traffic survey, conducted only during peak time, showed little traffic turning left and it would be safer for pedestrians crossing the road. We have noted a lot of traffic turning left during the day when people use the church hall located on Berwick street. Also with regards to the pedestrian crossing, other than at school runs it is not a highly used crossing and a suggestion would be to remove the crossing on the south side of Cranford street and pedestrians would need to cross Berwick street then the north side lights on Cranford. This could be controlled with a delay in the traffic light system to give pedestrians time to cross the road.</p> <p>Attached is an independent Health and Safety Report which we had done which highlights the Health and Safety problems that this no left turn proposal could incur.</p> <p>Please do not hesitate to contact us to further discuss this proposal and not just brush it under the carpet as a disgruntled resident.</p>		
27577	Fiona	Hartland		<p>I'd like Forfar Street not to be closed off as I use this instead of having to get onto a very busy Cranford Street to get to kids activities after school. Anything to avoid turning right into Cranford Street which is a complete nightmare. Even with the upgrade to the intersection, the traffic on Cranford St should be avoided by allowing cars access through side streets.</p>	<p>As a resident of Roosevelt Ave I feel that the turning restrictions which won't allow for a left turn out of Dee Street and Malvern Street are too restricting. In addition, no left turning out of the streets north of Innes Road is also very restricting. If this goes ahead, Innes Road will become a complete nightmare and residents won't be able to get out of their own streets without a huge wait for the increased traffic on Innes Road.</p>

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27576	Kelvin & Sue	Whall	Please consider how upgrades on Cranford / Sherborne St will work with proposed Edgeware Village development plan. Additional traffic on this route should not channel through Edgeware Village. We want this plan to enhance the village as a focal point for St Albans, with easy access and sufficient parking.	Berwick/Cranford Intersection: We believe there should be a left turn option from Berwick St onto Cranford St (Southbound)	
27549	Emma	Twaddell	I do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension.		
27548	Veronica	Clark	<p>My concern is about McFaddens Road East.</p> <p>What steps are to be taken to reduce speed along this stretch of the road?</p> <p>Knowles and Weston Roads have calming strategies but McFaddens Road is wider and traffic exceeds the present limit. How will it be forced to comply with new a 40kph restriction?</p> <p>Please take this into account at your next meeting.</p> <p>McFaddens Road / Cranford Street - turning east</p> <p>What is going to be done to prevent left turns from Cranford into McFaddens? How can reduced speed be enforced? Road needs narrowing / calming</p> <p>Traffic Calming - McFaddens Rd East - some calming strategy needed</p> <p>Reduced speed zones - McFaddens Rd (East). People don't adhere to 50 kph. How will they be made to reduce to 40 kph?</p>		

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27546	Juliet and Tim	Calder		<p>Courtenay Street and Westminster Street - We would like to see this intersection addressed in the mitigation plans because it is currently a very congested intersection, which makes it dangerous for school children (and their younger siblings) walking in or out of St Albans School and attempting to cross over either Courtenay or Westminster Streets on their way to/from home or their cars. The proposed traffic mitigation plans, that include closing access to a number of neighbouring streets from Cranford Street, will only serve to increase congestion at this intersection, making it even more dangerous for the school children. At school drop off time, and from school pick up time right through until after 5pm, there can be queues of cars most of the way along Courtenay Street (waiting to turn onto Westminster) and a long way down Westminster (waiting to turn into or cross Cranford Street at the lights). This leads to dangerous driver behaviour, particularly from those drivers who are trying to turn right on Westminster Street from Courtenay. Because of long delays and the pressure of a queue of cars behind them, drivers will often turn right in a very narrow gap and without first checking for children attempting to cross Westminster Street outside the school. We would like the Council to consider whether traffic lights, a dedicated pedestrian crossing/s or other safety measures could improve the safety for both drivers and, most importantly, school children around this busy intersection.</p>	

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27541	R	Parr	<p>Firstly "We do NOT support the planned transport projects for St Albans and surrounding areas without the assurance that traffic volume will be reduced before the opening of the Northern Arterial Extension." Our community is being cut in 1/2 so people who don't live there can drive through the middle of it!</p> <p>You are forcing all southbound local traffic onto Innes Rd if they need to turn left or right to get home.</p> <p>South bound there are no left or right hand turns between Placemakers and Innes Rd, then no rights again until Edgeware Rd, this is forcing all local traffic onto Innes Rd which is already congested</p> <p>How do we travel north or south from the west side of Cranford St? All right turns out of side roads are one-way in?</p> <p>Rutland & Westminster are already very busy at peak times, everyone who lives in St Albans will now forced to use these 2 streets as well, and this will just make it worse!</p> <p>How do emergency services get to our houses?</p> <p>You have also removed all parking from outside the shops on the corners of Westminster & Cranford, where are customers to park?</p>	<p>How do people get to St Albans school if they live north of it?</p> <p>There is no north/south pedestrian crossings shown at Westminster, how are kids supposed to get to school?</p> <p>There is still no safe crossing on Westminster St near Courtenay St for children to get to school, crossing here will actually be much worse with this plan as you are forcing everyone from the area to use Westminster to go north or south on Cranford</p>	<p>You have effectively removed all street parking from in front of every house that is on a corner, plus by adding the clearway on Cranford there will be even more pressure on the side streets for parking</p> <p>Also who is going to clean/maintain/mow these new large areas?</p>

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27538	Vanessa	Winter	Implement the second lane on Cranford as a bus lane or high occupancy lane prior to the corridor opening. Start as you mean to go on, driving home a clear message that you aim to reduce car commuting into the city.	<p>Westminster and Cranford. Please ensure pedestrian safety at this dangerous crossing. There have been so many reports of near misses with frustrated right turners running red lights and narrowly missing pedestrians crossing on their signal. Whilst you are installing a safer crossing for the school, there will still be pedestrians and other children using this crossing. Pedestrian safety first please - make sure there is no chance of overlap with right turners and pedestrians.</p> <p>Closing of Forfar at Warrington. I support this move. I would however like to see a crossing option not only for pedestrians and cyclists, but also other small electric vehicles. I currently use a electric moped to commute into the city. I do not use Cranford Street for two reasons - one it is very congested, and secondly because traffic moves fast down the road and some commuters have zero tolerance for anything moving at just under 50km p/h. The new traffic restrictions almost force me onto Cranford which will be dangerous. Small electric vehicles are a sustainable option moving forward and I would like to see support for these using the quieter back streets. Please allow a crossing option at the south end of Forfar onto Warrington.</p>	<p>Westminster and Cranford. No right turn east into Westminster during morning rush. People living in Mersey, Severn, Thames, Malvern, Dee etc. need a way to get to their homes. With no right turn also in Dee or Malvern, plus the closure of Forfar makes access into this area impossible off Cranford. Keep the right turn into this area at all times. It is highly likely not to make any difference to travel times down Cranford as it will be in crawl mode/gridlock anyway.</p> <p>Turning out of Mersey Street into both Innes Road and Westminster Street is currently difficult due to parked cars which regularly are parked hard onto both intersections. This reduces visibility and we often have to stick right out into the road to see. Please reduce parking with yellow lines to keep cars back off the intersection a short distance on both Innes Rd and Westminster.</p>
27537	Gwyneth	Carlaw	Sherborne Street - The blocks between Edgeware Road down to Bealey Avenue	The intersections of Canon Street and Sherborne Street and Purchas Street and Sherborne Street	Restricting traffic into 2 streets and having garden instead is only going to add to the congestion of Cranford, Sherborne and Bealey. Motorists in these blocks that want to get to Barbadoes Street will have to join in the traffic queues. If there's an accident or emergency, every car will have no where to go. It's a ridiculous suggestion and will only make the traffic congestion worse.
27536	Kim	Eagle			
27535	Chris	Simmons	Good evening. I am writing regarding my concerns for the residents of Thames Street. My family have lived on Thames st for 22 years. I have seen a steady increase in traffic down Thames St and the adjoining Innes Rd and Westminster Streets over the years. I have always had concerns with width of the entrance into Thames Street off Innes Rd. About 18 years ago they narrowed the southern end of Thames Street, at the time I thought they may get round to doing the same at the northern end 18 years later I'm still waiting. About 14 years ago I asked the council why when they did works on Innes Rd and narrowed the entrances to Severn and Mersey Streets why they weren't doing the same with Thames		

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			<p>street given that it is probably 50% wider than those other 2 streets. I was simply told it wasn't on the plan .</p> <p>Thames Street is regularly used as through road for people going to and from town. The speed at which people take the corner into Thames Street can be quite alarming and allows them to maintain momentum down Thames St until they get to where Thames Street narrows by the corner with Dee Street where they finally slow down. The police used to often park on our street and pull over speeding drivers in the early morning and after work traffic times, I have not seen them for a couple of years and I presume their priorities have changed.</p> <p>Given that there is going to be a large increase in the amount of traffic in our area I can only see this situation becoming worse. Given that over half of the houses at the northern end of Thames street have children aged from babies through to high school I would like to see the entrance into Thames St off Innes Rd narrowed and possibly some other traffic calming further down Thames St to make this a safer place for our residents.</p>		
27534	Rachael & John	Creighton	<p>We are writing to share our concerns with the speed of traffic that goes down Thames Street, particularly at the Northern (Innes rd) end. The street is the widest in the area for traffic to cut through and as a result vehicles go very fast at times. The street has a lot of families with children, including our own. There is a preschool, after school care and a church on the street and young people often have to cross the road.</p> <p>With the roading plans that are taking place on Cranford Street and the surrounding areas we are particularly concerned with the flow on affect on Thames Street where already the volume of traffic is increasing.</p> <p>We are hoping that you will consider narrowing the entrance to the street and any other street calming measures that could work.</p>		

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27533	Jarod	Rolton	<p>I am submitting this feedback on behalf of our company that owns a property at [REDACTED] Sherborne Street.</p> <p>After meeting with yourself along with business and land owners in the area at Town and Country Motors on the 1st August I was baffled, to say the least, on the homework (or should I say lack of homework) done by the planners on the Edgeware Village and the number of employees and customers that visit the village on a daily basis. At a quick count it came apparent that we have over 200 employees in the immediate area working across a range of different retailers and providers.</p> <p>I understand the requirement to move more traffic into the city from the new motorway, however, I also understand that the proposal tabled would seriously affect local businesses not to mention the landlords and the future values of the affected property.</p> <p>The current proposal removes a huge number of car parks from both sides of Edgeware Road and both sides of Sherborne Street. I firmly believe this is completely impractical and an unrealistic proposal due to the volume of employment in the village. Colombo Street has already been reduced to very little parking and the side Streets off Sherborne are not practical for large volumes of long stay parking. The proposal also allows for a clearway from 7-9AM city bound, however, as most would appreciate this doesn't help the employee who starts work at 6.30am, 7.30am or 8.30am - these are the current people using the parking that you are removing on both Edgeware and Sherborne Streets.</p> <p>With regards to customers who visit the village I suggest they will also struggle with your proposed plan. Currently parking is very limited on Edgeware Road directly outside the Village and any spill over will use Sherborne Street and or Edgeware Road outside the Harcourts building (which is restricted) as its the closest point to get a park if Edgeware Road is full. I note that these parks on Sherborne Street and Edgeware Road outside Harcourts and the adjoining townhouses are completely removed and replaced with yellow lines in</p>		

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			<p>your proposal. This is where my concern over business operators losing customers due to the impractical parking plan arises as it will create a flow on effect. If tenants can't get parking for customers or staff they will simply move or have to close their doors, in turn it will have an adverse effect on the overall future of what has become a brilliant local village that is a major part of the local community.</p> <p>I hope our concerns are heard and are heard as valid.</p> <p>As discussed with Ann & the planners at our meeting I'm surprised that no allowance for workers from the village have been taken into account when removing parking on Edgeware Road & Sherborne Street. I see this as a major problem as a landlord & employer in the village, I understand the need to move more traffic, however we need parking to operate businesses.</p>		
27527	Paul	Donaldson		<p>Forfar/Warrington street intersection where Northern End of Forfar becomes a cup-de-sac: I absolutely think this is an inspired decision to stop all the rat running and speeding down here - it will also mitigate all the speeding cars attempting the beat the lights on cranford street - racing down Mersey, Severn, Thames and Berwick mayfield and Westminster. At the moment enormous trucks bang down Forfar street at 60km an hour, creating a parallel death trap to the already busy cranford street. There has already been a life lost at the Warrington/Forfar intersection because of speeding down Forfar street towards madras. So I'm thrilled that the streets and surrounding neighborhood streets will be made safer with this one simple blockage. Thank you!!</p>	
27526	Rachel	Donaldson		<p>Warrington/Forfar intersection: turning this intersection into a cul-de-sac on the northern end of Forfar is by far the greatest, most inspired idea. Thank you for putting this in the plan! I absolutely absolutely LOVE it. It will completely stop all the rat running down Thames, Severn, Mersey, Mayfield and Berwick which is already happening.</p>	

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27514	Adrian	Price	I think there's a lot of positive things to be said for the changes, and I see there's a number of stakeholders to please, I hope there's some concrete plans to follow up on the physical changes and the speed limits to ensure that transport is compliant with the planning.		I'm not looking forward to the new dynamic of the changes. and fear it'll make many journeys longer
27512	Todd	McKenzie	I feel you have not made a safe path for cyclists to travel down either street. If you look at the Papanui cycle way there is a dedicated cycle zone to travel safely and be protected from cars. I don't understand why you do not afford the same protections travelling on roads that will have up to 5 - 10 times the traffic volume as the Papanui cycle way. Is cyclists safety being compromised over costs?	You need to provide dedicated cycle ways to protect the riders from peak hour traffic. Cyclists ride in peak hour traffic as well.	
27511	Dominic	Hill	Please, for the love of god, upgrade madras streets signs and add something to make it more visible to cars where streets are. seen too many people driving dangerously round here, and having a factor such as crappy centre lines and signs and street names etc... gives more opportunities for people to drive like idiots	MADRAS+anything needs fixing.	
27506	Zhi	Qiang Wang	Loose of off street parking is affecting business, loose of off street parking increase residents living (sic)	Nil	Canon / Sherborne - increase difficulties for traffic
27505	Roshan	Rayen	Very important to have the existing street parking		
27504	Alika	Ackroyd	Can the plan!	Can the plan!	Can the PLan!

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27503	Vaughan	Kirkland		<p>I strongly support the intersection upgrade to Warrington/Forfar . Making Forfar street a cul-de-sac will mitigate many of the rat-running issues as a large number of vehicles use Forfar and then rat run up Severn, Thames, Mersey and other streets which will only increase with the opening of the CNC. This may also mean that some of the traffic calming on those streets may not be required which would save money and disruption to residents of those streets.</p> <p>The intersections at either end of Forfar have also become increasingly hazardous due to the volume of traffic using them. Making Forfar street a cul-de-sac will remove or greatly reduce this hazard.</p> <p>Having this street as a cul-de-sac will also make it a safer route for cyclists using the proposed cycle crossing point across Warrington and linking up with proposed cycle lane on Westminster street due to the much lower traffic flows.</p>	<p>I support the landscaping options as they will improve the general appearance of the area and hopefully make it seem less like merely a traffic thoroughfare.</p>
27499	Duncan	McFarlane			

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27483	monika	cassidy		<p>Forfar/Berwick/Warrington street intersection: I am writing this submission because I am concerned of the effects turning Forfar Street into a cul-de-sac. From experience I know that a preferred shortcut travelling south in the morning is to be turning left into Westminster off Cranford and taking either Forfar or Francis heading towards Warrington to either continue onto Madras or Barbadoes. Most cars will still be doing so, to bypass the lights at Cranford/Berwick and soon the new lights on Berwick/Warrington/Madras too. Closing off Forfar will direct ALL this traffic towards Francis and eventually down Francis to connect with Warrington. Once reaching Warrington the vehicles have to turn into Warrington which will be blocked both way thanks to the traffic lights. Cars on Francis will be backing up and creating traffic mayhem with schoolkids and cyclists trying to navigate their way along the street. The proposed traffic calming measures have an expected INCREASED vehicle flow down Francis Ave of 700 vehicles per day. To me this is the opposite of traffic calming and/or keeping vehicles off residential streets. Further to my concern is that Francis Ave is already a narrow street with parked cars on either side of the road. This leads to basically a "one way" situation already having to weave in and out of parked cars to let cars travelling the opposite direction pass. I fear with an increased vehicle flow of 700 cars per day this will be catastrophic for this peaceful residential avenue (that is also zoned as a heritage / SAM street. Forfar is already wide and capable to take some of the increased traffic expected from the CNC. Either leave both Forfar and Francis open or close them both at the Warrington Street end. Francis Ave is definitely not designed to take this dramatic increase.</p>	<p>stop left turning into Malvern and Dee streets off Cranford travelling south will have little impact as most cars are turning left onto Westminster now to then take either Forfar or Francis for southbound travel.</p>

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27482	Mark	Rogers	<p>I am a GP at ProMed Doctors which has been a medical practice for 20 years.</p> <p>We have 7000 enrolled patients.</p> <p>We moved to Sherborne St after having being displaced from Edgeware Road when our building was demolished following the earthquakes.</p> <p>We spent a lot of money and time to ensure we had adequate facilities and parking to accommodate our patients.</p> <p>If the proposed plan goes ahead it will significantly restrict our patient's access to healthcare.</p> <p>This is especially relevant for patients who are sick, elderly, injured or have children when there is not enough on-site parking at busy times.</p> <p>Street parking on the opposite side of a busy road is not a safe and convenient solution.</p> <p>I propose that the street parking remains on the west side of Sherborne St and/or a community car park is provided in the immediate vicinity.</p>	<p>The proposed pedestrian crossing at the Sherborne St/Canon St junction would be safer and more accessible to patients if it was opposite the pharmacy.</p>	<p>The turning restrictions at the Sherborne/Canon junction will further restrict access for off-site parking .</p> <p>I do not think this should be changed.</p>
27478	Susan	Durham	<p>I used to live in Cranford St. Glad I don't anymore. But I have moved into Dee St and based on the proposal upgrades, I have no idea how I am suppose to get home from the city. I usually use Cranford St but can not cross right into Dee. Or I use Forfar St, taking me to Warrington but for some strange reason you propose to shut the whole street down north of Warrington. Is this in order to force traffic onto Cranford St to justify this proposal that will divide the community of St Albans in half?</p> <p>Basically you are shutting down St Albans to accommodate those that can not find alternative transportation to get into the city, and that's because the City Council won't provide it.</p> <p>I lived in the greater Wellington area and spent a lot of</p>		

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			<p>time on trains and Wellington hasn't even got flat land. If a passenger rail system had been put in from Rangiora to Kaiapoi and then into the city some 20 years ago, then the need to stuff up Cranford Street would not have arisen.</p> <p>So, this proposal shows that you can get onto Cranford Street, but you can't get off it. Great. Not sure why you need extra cycle lanes, when they are already some, one block over. And a proposed bus lane when at the moment there is only one bus that travels up and down Cranford St. And what happened to the proposed idea of having a park and ride system as put forward by Alex Wilkie?</p> <p>There is not much about this proposal I like, but I do agree that there needs to be lights coming out of English Park and at the Warrington and Barbadoes intersection. Otherwise a major upgrade of the Innes/Cranford St intersection would actually help move traffic much faster, otherwise the rest sucks.</p> <p>Community feedback so far shows the following;</p> <ul style="list-style-type: none"> - People, not cars - Retaining a sense of community - Safety, particularly for people walking, biking and accessing local schools <p>This proposal does not take any of these things into account, in fact, it looks like they have been deliberately ignored.</p> <p>Very concerned St Albans resident.</p>		

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27476	Phill	Hanrahan			i live at [redacted] Cranford st and if i come from the Main north rd direction on Cranford st to safely enter our driveway at present i turn right off Cranford st on to Innes rd left into Roosevelt st and then left into Malvern st and left again into Cranford st then up my driveway. the alternative is to sit in the middle of Cranford st waiting for a gap in traffic to go up driveway and this has the risk of someone rear ending me. with new lay out i will not be able to do any left turns.
27469	Tim	White			
27468	Anne	Ballingall			
27467	Anne	Gardner			
27465	Abby	White			
27458	Mark	McGoldrick	It's a good idea for bringing people into the city and the council shouldn't bow to nearby residents who think their situation is above the critical needs of the city as a whole.		
27450	Paul	McGowan			
27446	Tim	Jefferson		<p>I don't agree with all the minor intersections west of Cranford St (e.g. Knowles, Weston and McFaddens) are left turn off only. For any residents that live in these areas that wish to go North, it forces them to use Rutland, turn left onto Innes and then left on Cranford. This will put huge pressure on the Cranford/Innes intersection - which already backs up Southbound past Weston most mornings, due to the left lane needing to wait for the cycle crossing. There is no way it will be able to handle the extra volume of traffic - it will force people to use Bretts Road. There seems little harm in allowing these intersections to have left turn ON to Cranford to head North and ease congestion on Innes.</p> <p>If these intersections aren't changed, then something needs to happen to the Innes/Rutland intersection, probably by moving the South Cycle lane to be on the West side of Rutland (and become a two way cycleway), allowing left turning Southbound traffic to not be blocked.</p> <p>Madras / Forfar / Warrington insection:</p> <p>I currently use this intersection daily to get home from town (when travelling by car). I can understand streamlining Northbound traffic onto Cranford. However I notice it is only a single lane of traffic turning left - given the volume I can imagine this wouldn't be sufficient. Also I am not sure how the cyclist is</p>	

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				<p>supposed to cross this traffic to get into the middle of the road (between left and right turning traffic) (there is no Street Plans showing Forfar Street further South). I would think 2 left turning lanes would be required - with Warrington Street being 2 lanes west all the way from Madras to Cranford. It seems excessive to block Forfar Street at this intersection - this is a great road for getting access to Wesminster St - all it will do is force users onto Francis Ave - is this the intention? (assuming Cranford street will still not be able to handle the volume and is avoided).</p>	
27439	Ian	McKenzie	<p>Themes</p> <p>It is fantastic that three themes - PEOPLE, NOT CARS; RETAINING A SENSE OF COMMUNITY; SAFETY FOR PEOPLE, have been drawn from the most recent consultation & apparently responded to in this current round.</p> <p>The themes are not new however & publishing them has not brought them all to reality.</p> <p>The thrust of the intersection upgrades, turning restrictions and traffic calming measures are all aimed at accommodating the increased Cranford St traffic by removing freedom of community movement, imposing further mind-numbing controls & penalising the community that will already be adversely affected by increased traffic.</p> <p>More traffic lights, road closures, speed restrictions and road humps disempower decision making. People have brains and should be encouraged to use them, rather than rely on complex traffic engineering 'solutions'.</p> <p>I am encouraged by the note in the consultation document on reduction in the amount of traffic on the roads through coordination with ECNAN, WDC, NZTA projects looking at bus services, high occupancy vehicle lanes & pricing strategies. All of these were presented in submissions but were previously not linked in any visible way the Cranford St/Northern Arterial consultation.</p>	<p>Traffic lights</p> <p>The Council's own information notes that roundabouts are safer than traffic lights (minor incidents at roundabouts vs major events when they occur at traffic light controlled intersection), yet a roundabout is being taken out (Warrington/Forfar) and more lights introduced (Barbados/Forfar).</p> <p>Closing the northern part of Forfar St to simplify this intersection (and its traffic lights) is an example of community movement sacrificed for traffic light mindlessness. It is likely that there will be turning arrows at the lights on some pre-determined cycle that ignores the actual situation, but set up to frustrate thoughtful assessment of traffic & discretionary movement through the intersection. I would like to see the roundabout retained and Forfar St kept open. (The traffic lights installed at Rutland/St Albans St have, in my view, made this intersection more complex for cyclists & motorists than the previous roundabout).</p> <p>Similarly, removing the ability to turn left from Berwick on to Cranford St, forcing a loop to the north to somehow regain a southward direction, limits community freedom of movement for the sake of faster movement of cars on Cranford St.</p> <p>I support the safety of children, in particular access to St Albans School, so the pedestrian crossing at English Park is one point of traffic control that is (unfortunately) necessary. I cross that section of Cranford St in the mornings and experience the challenge that already exists. These proposed lights appropriately stop motorists actually on Cranford St, rather than directly affecting neighbouring streets.</p>	

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27429	David	Hogarth	<p>Cranford Street and Berwick Street.</p> <p>Block off or add traffic calming to the left turning turnoff into Mersey Street from the Cranford and Berwick intersection.</p> <p>This intersection at peak times is always nose to tail vehicles for northbound traffic. The further increase in traffic will force northbound cars to turn right at the lights into Berwick then left into Mersey and continue on northward.</p>		
27418	Bruce	Clayton	<p>Sherborne St Upgrade</p> <p>As owners and Directors of A1 Homes Christchurch on the corner of Sherborne and Purchas Streets. We are very upset about the proposed changes to the Roading, Parking, and bike lane, which will seriously affect our business and I would say the value of our showhome/offices??</p>	<p>With the proposed intersection change outside our Showhome/Offices, parking for clients and potential clients will be extremely reduced?</p> <p>Also whilst all this possible upgrade is being construction, what about our disruption, loss of income etc?</p> <p>Who covers that cost, CCC? We have been at this intersection for 16 years?</p>	
27413	Craig	Rodmell			
27408	Julia	Hetherington	<p>- I think it will be a struggle to get Chch people into buses or car pooling. You will need to offer some major incentives to change the mindset of the average chch person... you get in your own car and you have a quick and easy commute to wherever you are going. People will not want the inconvenience of catching the bus or carpooling. For the bus option to have any chance of success, a lot of thought will need to be put into increasing the regularity of buses (ridiculously infrequent currently) and reducing the cost.</p> <p>- I question the safety of having a cycle lane running alongside the bus lane in what will already be an extremely tight road.</p>	<p>The Westminster and Cranford Street intersection needs to have right arrows turning right from Westminster to Cranford. This is so dangerous. People queue for a long time to turn right and run red lights often just to turn. They are frustrated and therefore, take risks. The risks are exacerbated by the fact that this intersection is very close to a large primary school. There are often school children crossing at this intersection. I am a mother who regularly takes her children across this intersection and I am always on edge at this intersection.</p>	

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27407	Douglas	Hetherington		Westminster Cranford. There needs to be right filter arrows going from Westminster to north on Cranford. Currently that turn is extremely difficult with oncoming traffic. This causes congestion behind. I'm glad to see the reconfiguration of the arrows outside 'off the track' for straight on in the right lane as this will simplify things as well.	The past week or so i have been monitoring the cars out side my gate on mersey during the morning rush. A large number of cars avoid the traffic lights at westminster/cranford by turning off westminster on to mersey then left at dee then right or left from there. (A surprising number turn left - it is quicker!!). The restricted right turn on dee is very welcome but is there a need for a left even? - It's only 200m of driving to westminster for residents and would eliminate that corner cutting. I would also suggest no right turn onto mersey from westminster.
27405	joe	berry			
27403	Kathleen	Bremner			
27402	Paul	Daigneault			Landscaping is causing blind spots and damage to cycles & vehicles
27399	David	Fisher			
27397	Tony	Hallams	Support entirely proposals. Please designate bus only lanes / more than person in vehicles category	Support entirely the proposals	Support entirely the proposals
27382	Russell	Lory	Very happy with proposal...	Very happy with proposal overall...	Very Happy...
27378	Nicola	Morton			
27377	Neave	Ackroyd	More cars close to my school is not good. Keep the cars away from the entrances to my school (westminster st, cranford st and sheppard place).		
27375	Elliot	Ackroyd	I don't feel very happy about it. There are lots of kids that use that street. If thee are more cars there is a higher chance of boomf. Children cannot cross the road and get to school late.		
27370	Jonathon	Chambers			I agree with and strongly support the proposed changes. Great idea. I think that the turning restrictions will have the biggest effect on reducing "rat running" and limiting an increase in traffic through the neighbourhood streets adjacent to Cranford. I support the landscaping - seems like a great way to make use of the extra space created.

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27367	Nina	Strieker		<p>My issue relates to the planned blocking off of Forfar Street. Currently the main short cuts used between Westminster and Warrington are Forfar and Francis Ave. I realise that the plan is to redirect all traffic to Cranford Street instead, but this is not realistic. People will continue to look for and take shortcuts, and blocking off Forfar will only encourage ALL of the shortcut traffic down Francis Ave, which is too narrow to cope with the current load, let alone more traffic. Every time I travel along Francis Ave currently, I have to pull in to let onward travel pass. I can't imagine what this will be like with double/triple the load. Currently shortcut cars travel Innes, Thames, Westminster and then split to either Forfar or Francis, so the plan to restrict the left turns from Cranford onto Dee and Malvern is not going to change this. In order to work I can see only 2 options:</p> <ol style="list-style-type: none"> 1. Leave both Francis and Forfar open as they currently are to spread the load. 2. Close both Francis and Forfar at the Warrington intersections. <p>Having one open and one blocked will only worsen the traffic taking the shortcuts.</p>	
27365	Pete	Evans		<p>What is the obsession with putting traffic lights in on a roundabout - when roundabouts work well? Poor use of money</p>	<p>Residents should be able to access their homes with left hand turning, whilst travelling south on Cranford St. Otherwise the 'no turn' rule will increase traffic jams at Cranford/Innes. You have taken away three left hand turns and removed left turn from QE2 onto Philpotts Road to access the area. Not acceptable.</p>
27364	Cam	Brinsdon	Excellent	Excellent	<p>I'm very encouraged by all the measures in the CCC's proposals , especially the turning restrictions at the Knowles and Weston St intersections. I would like to see more information about traffic volume projections (i.e. where will the traffic go of unable to use 'rat runs')and the impact on nearby intersections, especially turning left into Innes Rd to head East, from Rutland St., i.e. if rat runs restricted will traffic congest on Innes making entry into Innes from Rutland difficult/o,possible.</p>
27363	Belinda	Williams			

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27362	Sue	Cooke		I am [redacted] Purchas St. My concern is parking for four tenants, I would like to see residents parks only, as [redacted] will park along our road front, given no parking allowed on Sherborne Street. Please can you be careful to leave enough space for reversing vehicles coming out of [redacted] Purchas St onto Purchas St - close to intersection.	
27361	Anna & Nick	Thomson	As our side of the Sherborne St (northbound westside) is mostly units we have minimal parking so we are concerned with the lack of off street parking on this side	Concerned about the noise from the additional traffic. Sherborne St - Bealey Ave end how about compensation for noise control for houses close to the major intersections i.e. double glazing or solid fencing? ([redacted] Sherborne Street, St Albans)	
27341	Bridget	Johnstone			Turning restriction from Purchas Street, to Sherborne Street being restricted to turning left only. This Street to turn out of hasn't typically been busy during peak traffic times (going to/from work) and doesn't necessarily warrant these restrictions. I don't believe the northern motorway will provide that much of an influx into/out of the city than what it currently has now, if anything it will be more free flowing.
27340	Deane	Rushbrook		Intersection of Cranford and McFaddens Road. The only thing this new corridor is doing is moving the heavy traffic of Main North and Papanui roads onto Cranford and Sherborne streets. It's not solving anything. And the local residents who are going to be inconvenienced the most are those living in the area north of Innes Rd and east of Cranford st. The permanent middle median strip is bad enough on Cranford st but now taking away the left turn onto McFaddens when coming from the north on Cranford st is just plain bullshit. Why can't there be traffic lights on the Cranford McFaddens rd intersection? Make it a no right turn onto McFaddens rd when coming from north on Cranford if you're worried about the new volume of traffic taking a short cut through the residential streets.	
27338	Jude	Connochie			Cranford Street/ Berwick Street. I do not understand why it is necessary to prevent left turn from Berwick Street into Cranford Street. If traffic has a green light for the right turn, there would presumably be no traffic to impede a left turning vehicle.
27323	John	Atkinson			

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ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
27322	Megan	Keats	Do not encourage traffic to filter down the top ends of Madras & Barbadoes. Use Edgeware as the axis.		Pedestrian crossings should be provided to St Albans park. Make the most of our green space!
27321	Bruce	Street			
27293	Clive	Cook	<p>Your form does not conform with my needs in commenting on the Cranford Street & Environs upgrade which follows are my own observations / consideration.</p> <p>1. Signals for pedestrians crossing by English Park. This will effectively serve a mere handful of houses on the east side of Cranford St. Anyone wanting to cross from other streets beyond Cranford St can use the existing crossings at the Westminster & Berwick St intersections.</p> <p>Extra traffic lights will create more congestion & driver frustration on a road (Cranford St) intended to ease traffic in and out of the city. As an example of this situation I cite the lights on Deans Avenue intended for cycleway crossings; particularly the lights adjacent to Christchurch Girls High School.</p> <p>2. Cycle lanes are great in theory; however many cyclists continue to use the roadway or footpaths adjacent to cycle lanes.</p> <p>On a recent return trip from Belfast, I passed 3 cyclists: the first decided to stay on the narrow roadway on the Main North Road overbridge despite an obvious cycle / pedestrian option away from the traffic; The second created no problems, there was no cycleway option. The third was using the narrow roadway on Grasmere St; like the first creating a traffic hazard when a cycleway option was available.</p>		
27278	Peter	Sturge	To have yet another set of lights crossing Cranford at English park is overkill. That would make 3 sets of lights in around 500 metres and that will cause interruptions to traffic flows. Surely people can walk a hundred metres , or so, to get to a controlled intersection.	Purchas, berwick, Cornwall, Winton, Oxley, Dee, Malvern, Knowles, Weston and McFaddens. To have a left turn onto Cranford would not interrupt traffic as they could filter in while the traffic lights stop progress along Cranford.	Left turns onto Cranford Street should be allowed. The congestion on Innes (in particular) are intense at busy times. In the evening the cars are backed up from Cranford Street all the way to Papanui Road and I have seen them as far as Elmwood park on a few occasions. To force more cars onto Innes is very poor planning. Congestion on Westminster is exactly the same.
27270	steve	truscott			

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27252	Penny	Paltridge			
27251	Paul and Joanne	Garvey	St Albans		
27227	Chris	Broughton	St Albans	<p>Sherborne Street and Winton Street / Winton Street and Madras Street.</p> <p>I would like consideration given to traffic calming on Winton Street. As residents on Winton Street we notice cars speed down Winton as a by pass - either from Madras to Sherborne or visa versa. Please consider landscaping to limit speed when turning into both entrances into Winton and upgrading the road with traffic calming ideas. Winton street is very wide and straight in comparison to other neighboring streets. This allows drivers to speed. With walking school buses, cyclists, dog walkers runners and access to St Albans park all to consider, slowing speed is necessary with the wider road changes.</p>	<p>Sherborne Street and Winton Street / Winton Street and Madras Street.</p> <p>As mentioned above - I would like consideration given to traffic calming on Winton Street.</p>
27213	Tom	Quin	Fine	All ok	No problem
27131	Allan	Grant		<p>Edgeware/Cranford</p> <p>A left turn only lane is required for traffic travelling NE from Edgeware Village onto Cranford St. The existing situation of dual left/straight through is very dangerous in peak hours. Traffic going straight across Edgeware is squeezed between left turning and right turning vehicles, and opposing right turning / north onto Cranford from Edgeware) traffic turns in front of it. As a local resident frequently transiting this area, I have witnessed several near misses and visual displays of road rage. Land will need to be appropriated from the BP Station to achieve this. it is a must for safety.</p>	

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27110	Hayward	Osborn	<p>Good to see the work that has been done.</p> <p>In addition it does seem to me that a park and ride facility based in the Cranford Basin is a sine qua non. Once this has been well promoted and people have got used to the idea they will appreciate it and it will relieve much of the downstream congestion. These work well overseas.</p>	<p>Intersection of Forfar Street with Warrington Street.</p> <p>Closing off where the northern part of Forfar Street meets Warrington Street will mean problems.</p> <p>Madras Street/Forfar Street is a prime route for traffic from central areas of the city to the Mairehau area and takes lots of traffic for this purpose. It is also important in the opposite direction. This should be kept open for through traffic.</p>	<p>Pedestrian crossings either side of St Albans Park. (I am putting this here as there is nowhere for a comment on crossings.)</p> <p>These would both seem to be too close to where both Madras Street and Barbadoes Street intersect with Warrington. When the lights go green and a volume of traffic feeds down from Warrington and has to stop because the crossing is being used, there will be a backup of traffic back to the lights, stopping others getting through the lights, and them having to sit there thus wasting time and impeding traffic flow. Traffic flow is the object of the exercise.</p> <p>I suggest moving the crossings further away from Warrington to prevent backups.</p>
27096	John & Rachel	Bates			<p>Concerned that Cornwall Street has been left as the only (Southbound) right-turn option from Cranford Street. This will be used as a rat-route to avoid Sherborne St past Edgeware Road where turning restrictions exist. Please consider turning restriction into Cornwall St travelling south on Cranford St.</p>
27093	Caitlin	Walker			
27088	Richard	Parker	<p>if you plan to have no turning left on Purchas St & Holly Road. Could you have a green filter right off Bealey onto Colombo??</p>		
27084	Paul	Stephenson	<p>VERRY UNHAPPY!! I resent that I will not be able to park my car outside my house @ ■ Sherborne St & I will probably sell my cottage & shift. No room to park in Purchas Street. p.s. very unhappy how would you like not been allowed to park outside your own house can't even park on other side in morning - where do we park</p>	<p>I am not keen on left hand turn only at intersection of Sherborne & Purchas St it means more traffic turning & accelerating outside my house, extra noise.</p>	<p>Seems okay for most, unless you live in Cranford or Sherborne St, after 30 years & prospect & extra noise I feel like leaving very unhappy with the changes.</p>
26966	Diane	Mawhinney		<p>At peak hour the green light needs to go longer for Westminster Street traffic as it can take several light changes to get across. It is frustrating that traffic flows freely up Cranford while we have to sit through 3-4 light changes to get across.</p> <p>It is also difficult to turn right from Courtenay Street onto Westminster at peak hours and in after school traffic.</p>	
26959	Michelle	Sharpe	<p>I think the whole of Cranford Street/Sherborne Street should be four lane. Christchurch people are shocking at merging. How are four lanes going to be merged into two at the lower end with the huge amount of traffic.</p>	<p>Definitely need to have a right turning arrow on the lights at Innes/Cranford Street if we aren't allowed to right turn some of those other smaller streets. Also a right turning arrow on Edgeware Road/Cranford Street too.</p>	<p>Not happy about not being able to right turn onto McFadden Road, I do this when the traffic is at a standstill on Cranford which is often.</p>

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26945	Andy	Blain	Your traffic calming plans are going to put more pressure on smaller streets. People are not doing 30km/hr through the CBD so why would they obey a sign? I live on Oxley Ave and making the intersection above our street a limited turn will increase our traffic flow incredibly, however I believe the only answer is speed humps to keep the speed down and stop more idiots from using the un-intended routes. Many streets will feel the impact of your plan such as residence on Winton street	Lack of speed restrictions on Winton and Oxley Ave	Yes the restricted turning and traffic lights on Warrington st will increase traffic on Oxley ave
26850	Sarah	Helleur		Forfar/Warrington upgrade. I am not at all in favor of this upgrade. Forfar is the only main road into the St Albans area and blocking it off will make access to the area for residents very inconvenient. It will force residents onto Cranford st which will be busy enough with the unwanted motorway coming into the area. It will make it so much harder for residents to get around their own suburb and access town, Shirley etc. without having to detour a long way out of their way. Please do not go ahead with this blocking access to Forfar St. If needed, put traffic calming measures in here to discourage through traffic but still allow access for residents. This blocking off of the street had not been mentioned before in consultations. as far as I'm aware.	
26827	m	cassidy		warrington/berwick/forfar intersection: Forfar already is a wide street that is being used frequently between westminster and warrington. why would this be closed off? Francis Ave is a 'SAM' street with a 40km/h speedlimit. it will most likely be used as a shortcut between westminster and warrington. at busy times traffic will back up through francis ave because turning into warrington or westminster will get tricky with the increased traffic volume. why not close off Francis instead? please don't destroy a pleasant, quiet and family orientated heritage street. there aren't many left in the area.	
26824	m	cassidy		warrington/berwick/forfar intersection: don't understand the closing off forfar. surely this will put even more pressure on neighbouring streets like francis and flockton. what is the logic behind this?	
26823	Emily	Gilchrist			
26811	Michal	Zlotkowski			

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26776	Vaughan	Thompson	Generally in support - timing would be major priority. I would expect the major elements should be completed before the corridor opens. Including the T-intersection and lights installations at Warrington/Forfar and Warrington/Barbadoes Sts respectively.	Warrington Street and Forfar Street. Very much in support of this as will relieve traffic pressure not only in Forfar St but in northern streets which currently feed both south and north bound parallel to Cranford St. Again, with these streets in close proximity to more than one pre-school (Forfar Nursery & Preschool and Saint Albans Community Preschool) it's imperative work is completed prior to the opening of the northern corridor.	Looks good
26772	Michal	Zlotkowski			
26755	Sam	Mason			
26694	Mark	Smith	Please consider east/west traffic when timing the Innes/Cranford lights. Evening eastbound and morning westbound stationary cars has increased dramatically. Please think of our air quality.		
26689	John	Creighton	Consider huge numbers of kids and Cranford street and parking/drop off issues. Would be good to have overpass/underpass to reduce kudos on road. Funnel them safely across Cranford.		
26688	Erika	Duggan	Overall i think plans are quite good, in terms of getting into the city. I have a concerns around cars leaving the city as note there is a number of single lanes on travelling north up Cranford st and there will be some bottle necking. Like that Rutland Street, North of Innes restricts access to Cranford St. Stops this being used as a thoroughfare. Also wondering whether the existing could be focused up Hills Rd. It's a busy road generally and quite direct.		
26686	Stefanie	Hossbach			Due to the planned turning restrictions on MacFadden, Weston Road and Knowles Street (no more right turn heading north) all habitants living in the quadrant north of Innes Road/East of Cranford Street wanting to travel north or north-west will have to do a double right turn - driving south from where they live, turning right onto Innes Road, then turning right again onto Cranford street. Especially turning right coming from Jameson Ave or Nancy Ave is going to be difficult at times of heavy traffic. Therefore there must be at least one traffic light e.g. on the intersection of Philpotts Road/Innes Road to help regulate the right turning traffic of those local people who are losing the ability to turn right onto Cranford street.

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26685	Jacob	Stanley	Great		Great
26681	Euan	Gutteridge	Support the proposed clearway. This should be extended from Bealey Ave to Innes Rd in the afternoon peak.	<p>Warrington / Forfar - opposed to making Forfar St a cul de sac as this prevents access for local residents like me. Still support the traffic lights at this intersection</p> <p>Warrington / Barbadoes - support traffic lights however the scheme needs to be extended to install traffic lights at Flockton St as access is already restricted for local residents like me. Without signals on Flockton it will be impossible for local residents to exit onto Warrington / Barbadoes to get to the CBD during the morning peak.</p>	
26674	Jacinta	Paterson	Was looking forward to the new northern motorway coming into town. Not now after looking at your photos	McFaddens rd, Knowles street, western rd - no right turn for traffic coming into town on these streets and then no left turn out of these streets. I will need to use Rutland street to get home which is already backed up now without you stopping all those streets exiting onto Cranford street - really! You just made my trip longer and my car running longer on the roads.	Need to be able to exit out of McFaddens, knowles street and western rd. cranford street will have less traffic as you are putting it onto Rutland street!
26672	Trevor	Taylor	Cranford St should be 4 lanes all the way to Bealey Rd. Make no sense to have a motor way stopping so close to town. Do it right now , if you dont it will only have to be done in the future at greater cost and disruption. 4 laning now will make journey faster increasing our cities efficiency and resulting in less pollution.		Should be NO large trees anywhere near the road , lives will be lost when cars hit them. We pay good money to install deformable poles that crumple in an accident but then plant large trees ...makes no sense.
26670	Ariel	White	Please do not waste road space by painting a 2m median strip on the centre of the road on Sherborne Street, and then removing parking on the west side of the street. This only moves traffic metres closer to residential properties. My house foundation currently shakes every time a truck goes past - to the extent of it feeling like a Mag 3 earthquake, and even moves pictures on my walls. There is no issue currently tuning into my property so a median strip is not needed, plus we require parking on the street for visitors. I propose instead that you leave Sherborne Street between Warrington Street and Bealey Ave as two lanes, and put traffic calming measures in place on Sherborne Street, including banning trucks from using this. North bound traffic should be directed via the one way system from the city on Madras street, and southbound traffic down Warrington street to Barbadoes Street where vehicles can pick up the one way system through the city. There is no benefit encouraging traffic to turn on to Bealey ave, to take		Please do not restrict turning on to Sherborne Street coming out of Purchase and Canon. This is highly inconvenient and only adds to the ever increasing turning restrictions in our city that seem to be popular with the current city council.

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August 2019

ID	First name	Last name	Cranford Street and Sherborne Street upgrades	Any of the intersection upgrades	Turning restrictions and landscaping
			<p>Durham Street southbound as this one way system is extremely slow, by having reduced the speed to 30kph. Please use the existing 50 kph one way systems, for north and south bound traffic instead. If you try and encourage all traffic to use Sherborne Street you are going to have a bottleneck at Bealey Ave, and you are going to encourage more traffic to use a road that already rattles residential properties. By sending traffic to the Northern Corridor, from the city, north bound on Madras Street and south bound on Barbadoes Street you would be splitting the volume of traffic over two streets instead of trying to cram it all down one on Sherborne Street.</p>		
26650	Laura	ODonnell			