

**Christchurch Northern Corridor – Transport projects**  
**August 2019**

ID	First name	Last name	Comments on traffic calming	Street	Preferred option	Reduced speed zones	Bus stop relocations	Cycle connections
27803	Alana	Hamilton						
27802	Paul	O'Neill						
27801	Geoff	Tait						
27800	Gary	Boakes	No traffic calming not yet - traffic and environmental monitoring			Traffic and environmental monitoring		Safety First - To stay on Colombo St / Rutland St and to hook up to the Northern Corridor.
27799	Emma	Twaddell						
27798	Nick	Ackroyd	no turn into Roosevelt from Westminster	Roosevelt Avenue	Cul de Sac at Westminster / Roosevelt Ave intersection.	Zone 7 (and all the zones), should be 30 kph to ensure they are consistent with city limits.		
27797	Hayward	Osborn						
27791	Ambrose	Challies		Purchas	Bumps	Just a singular bump before the stop sign		
27790	Ruchi	None						
27789	Elizabeth	George-Hall	We need rumble strips @ the corner of Purchas & Madras Streets to wake people up	Purchas Street		I have been here 7 years and there is 2 - 3 accidents a month		
27788	Nipun	Shrestha						
27787	Aaayush	Khati						
27786	Elizabeth & Allan	None	We need rumble strips on Purchas to wake people up to the intersection there's been may crashes over the last few years	Purchas & madras				
27785	E E	Parkinson						
27784	Olivia	Griffith						
27783	Rose	Gregoriadis	Traffic needs to be slower as visibility is poor in all directions					
27782	James	O'Connor						
27781	David	Delagarea	Consider angle parks for traffic calming on Madras & Purchas					
27780	Catherine	Larason						
27779	J	O'Hare						
27778			North of Bealey Ave to speeding away from lights to merge	Madras Street			Purchas & Barbadoes has bus stops in dangerous positions on the NW & SE corners	
27772	Sheree	Gibson						
27771	Irene	Campbell-Hill	Clear improved signage and lighting to aid visibility.	Purchas Street	Speed bumps			
27770	Jarrold	Wallace						

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27769	Jean	Bell	With L turn in from Cranford St only the traffic will be reduced anyway as much traffic now turns R off Cranford or queues to turn L. The road is narrow with cars parked each side and 2 narrow areas already.	Weston Road (west of Cranford)		40km speed in the suburbs "side" streets are a good idea. 40km is often needed on the "narrowed" streets - good for residential streets - thanks.	I use the bus network, my "nearest" bus stop (28/Orbitor) is now near Knowles Street (moved from nearer Innes Road lights) - will a pedestrian refuge be available to access the southbound bus stop? I appreciate the seats at most bus stops - thanks.	Good cycle connections plans. I'm looking forward to cycleways around the "new roadways".
27768	Kevin & Marie	Coffey						
27767	Mark	Wilson						
27766	Benson	Geary						<p>I live in St Albans and I want to go places on my bike with my friends but their mothers won't let them because it's too dangerous.</p> <p>I like catching the bus into town and want to use it to go more places</p> <p>Courtenay Street is dangerous to cross and I sometimes feel scared when fast cars come racing past me walking on the footpath because they are so close</p> <p>I'd rather have wide footpaths to skate on and great cycleways in my community. I think people need to be healthier and fitter.</p>

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27765	Simon	Geary	Roosevelt needs something done at one end to restrict traffic coming down there and converging with the already large traffic numbers on Westminster right outside the school entrance			<p>Courtenay Street needs speed reduction to 30km/hr and roading design to restrict the ability it to speed. Current noise and vibrations from speed seem unreasonable as it disturbs my family's sleep and makes us feel unsafe. We wait for the serious accident that seems inevitable on this one pad we'd meanwhile observe the regular non injury accidents that occur.</p> <p>The roundabout or something else needs to be reinstated to slow vehicles before they enter the narrow street.</p>		
27764	connie	christensen						
27763	connie	christensen	Traffic calming with angled one-way chicanes with safe passing either sides for cyclists (as has been installed in Mackenzie Ave) are preferred to force slow driving, ensure safety for people on bikes and discourage rat-runs through residential streets.		<p>Narrowing to one lane on an angle with safe cycle space on each side.</p>	<p>40 km/h along Cranford St/Sherborne St would be preferred to allow safe travel for all modes of transport, rather than only cater to moving maximum of cars as fast as possible..... safety for all users of the public road space should be top priority as per the Government Zero Road Death target.</p> <p>30 km/h limits on all other residential roads included in this project is recommended to discourage car drivers using side streets for short cuts and ensure residential roads remain calm and quiet.</p>	No comment.	<p>It's very disappointing that no space has been allocated along Cranford st/Shereborne st for safe travel by bike. This is not in line with CCC's zero carbon targets or Climate Emergency declaration.</p> <p>Go Cycle Chch welcomes the two proposed north/south greenways north of Cranford st, but these need to also be included south of Cranford st to properly connect these to the Papanui Parallel cycleway.</p> <p>None of the illustrated cycle lanes have (what should be a standard) safety space between on-street car parks and cycle lanes to avoid 'dooring' of cyclists.</p> <p>While it's good to see that the CNC cycleway will connect with the Papanui Parallel cycleway south of Cranford st, no map has been provided to show how the CNC cycleway will connect across Cranford st. Please provide this information.</p>

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27762	Clarke	Washington		Thames Street	narrow northern end (Innes Rd) to prevent rat running. similar to Severn & Mersey			
27761	Don	Gould						
27759	Fiona	Lee						
27758	Tim	Capill						
27756	Christine	Dormaar		Cleveland Street	Add bumper at the Edward Ave end of the Warrington-Edward Ave section to assist in preventing through traffic, there has been an increase in through traffic.			
27755	Melody	Capill	<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>Travelling down Innes Rd from one end to the other (across Cranford, Rutland etc) at peak times is incredibly busy as it is. Given the high volume of school children (with several schools included in the affected area) walking, scooting and biking along this busy road, and high volumes of other cyclists at peak traffic times, I am concerned about the limited space to accomodate them (foot paths etc) with the widening of the roads.</p> <p>I also have questions about how our accessibility to Northlands Mall will be affected given the change in traffic direction and different intersections having turning restrictions. Thank you.</p>					

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27753	Joanna	Gould	<p>At present the CNC isn't open, we can only predict where the traffic will go.</p> <p>We won't know until the CNC is open, if any streets are used as short-cuts.</p> <p>Traffic calming decisions should be deferred at this stage, until there is a known problem with a particular street.</p>			Agree, with proposed 40km/h speed limit through all the zones, and keeping main roads 50km/h.		
27752	Paul	Dillon	<p>As part of the Papanui Parallel cycleway Trafalgar Street had "upgrades" for traffic calming that included one-way narrowed sections. This certainly slows traffic, but it also dangerously forces cycles into the same lane as the cars - cycles and cars have to compete for space in the single lane.</p> <p>For Westminster Street we support the general principle of greenways/shared roads, but we do not support channeling cars and cycles together into narrow, single lanes. See comment above about reinstating car parking instead of engineering narrow roads by other means.</p>	Westminster street west of Cranford	Traffic calming of any type may exacerbate the existing problem of significant congestion in the weekday evenings (cars heading east).	No comments	No comments	As above we support cycleways; we do not support dangerously forcing cycles into car lanes and hoping for the best.
27750	Jane	Schollum				Reduce Springfield Road to 40 km, needs calming measures now. When everyone starts using Papanui Road instead of Cranford Street to access suburbs west of Cranford St, Springfield Road will be even worse.		

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27749	Rebecca	Sparrow	<p>I am very concerned that the proposed mitigation does not manage traffic speed and volume past the school's main entrance on Rutland Street. When we go to school (me walking, the children scooting), we wait to cross Rutland Street opposite the school and watch the motorists speed past, travelling at well over 40 km per hour.</p> <p>Rutland Street has been narrowed substantially as a result of the Papanui Parallel cycleway. Our family now has to contend with bikes as well as cars travelling down Rutland Street. An uncontrolled crossing point has been created opposite the school, but as it juts out into Rutland Street the children are even closer to the speeding traffic while waiting to cross.</p> <p>I consider that additional traffic calming measures need to be implemented on Rutland Street to ensure the safety of my children, and other children, on their journey to school.</p> <p>Such measures include: putting in speed bumps on Rutland Street in the school zone, reducing the school zone speed limit to 30km per hour, allowing the crossing point on Rutland Street across from SAC to be controlled, and painting a pedestrian crossing on the road at the crossing point.</p>	Rutland Street	Speed bumps in St Albans Catholic School reduced speed zone area, controlled crossing point, pedestrian crossing outside school.	The same comments apply in relation to the speed that traffic travels down Rutland Street past St Albans Catholic School.		
27748	Rebecca	Sparrow	Please see the attachment.	Rutland Street		Please see the attachment.		

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27747	Wade	Bishop	I would like to see low noise road surfaces added to the suburban streets	Mersey Street	Raised table	I support all of the reduced speed zones	I support these and would like to see upgrades to better covered stops for ALL bus stops on this main route into the city. I would like to see the addition of another pedestrian crossing around the Dee/Malvern area on Cranford to support users of bus stops.	I prefer that cycle traffic is combined with pedestrian traffic rather than combining with vehicles or using unnecessary amounts of space in creating single-use lanes specifically for cycle traffic alone.
27746	Judy	McArthur		Francis Ave.	Make one end of the road one way.			
27745	Nick	Bristed	I fully support the traffic calming on Westminster St but would like to see it go further down the connecting streets. As a minimum the accesses into Jacobs St and Carrington St should be chocked to deter rat runners and minimise the width of the pedestrian crossing points on these streets.	Westminster St		I support this but would like to see a site wide speed limit approach so that we don't need endless speed signs erected. Perhaps the limit could be painted on the road rather than displayed on a sign if repeat reminders are required within the 40km/h zone.		I would like to see the traffic calming on Westminster St and Courtney St allow for kids cycling to school at St Albans School.
27744	Jason	Donnithorne						
27743	Nick	Fuller	I do not support vertical traffic calming such as speed tables on my street because of the noise issues regarding these devices. I would support traffic calming starting on the left turn from Berwick Street into Mersey Street / Berwick Street to discourage vehicles from using this segment as far as practicable.  I also seek ongoing monitoring of traffic volumes on Mersey Street (between Berwick Street and Westminster Street) to confirm that traffic volumes are not increasing beyond acceptable limits (i.e. 30% maximum increase).	Mersey Street	one-way chicanes	Zones 3, 6 and Zone 7 - I fully support slowing vehicle speeds in these areas.		I support the proposed cycle connections.

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27742	Liz	Lowrey	Support.	Westminster street (west)	Support neighborhood greenway.	Agree with reduced speeds in all residential zones. Speed reduction is fundamental in safe system philosophy, particularly for vulnerable users and achieving governments objectives to reduce deaths and serious injury by 40% within 10 years.	No comment	Agree more cycle connections should be provided. Particular consideration should be given to crossing of Cranford st.
27738	Robina	Dobbie	I do not see how all the traffic is going to fit on the major routes while they also cater for cycles with so many side roads having reduced speeds as well.	Thames Street	No traffic calming down this street	The many side streets either side of Cranford Street	All good here	I would like to see cycles removed from major vehicle routes for safety reasons. It puts added burden onto car drivers having them sharing the same routes on busy roads. There are plenty of options for cycles to travel along nearby parallel routes. Cycles move at different speeds and it is challenging to see them. Why bother with a cycle lane on the main routes when they could be diverted down parallel routes making for a much safer journey. Barbadoes - Geraldine and Madras - Allard & Packe Street?  Cycles across away from Edgeware and divert to Canon - safer and does not affect business operation in Edgeware.
27737	Dave	Evans		ok to use on Madras/Forfar, Barbados. They already exist west of Cranford.		no need to change.		How they can be added without making too much more of a mess of a narrow area that is going to be overfull already is near impossible. Pls don't -- and I seldom drive and bicycle everywhere throughout the city.
27736	Brian	O'Connor		knowles st	depends on what happens at Cranford Knowles West intersection . if left out is going to remain then major calming will be needed to stop rat runners . currently have high speed vehicles using this street.	yes good in option put out . will need to reinforced with periodic monitoring		no problem . only light phasing at Innes Rutland as mentioned

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27735	Jason	Harvey	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. But 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.			I like the idea of reduced speeds on residential streets	n/a	I like the cycle connections proposed.
27732	Ngahuia	Freed						
27731	Francine	Bills	Mersey Street has a number of features that already make it unattractive for rat-running or speeding. Any further work will make the residents' journeys and parking more difficult.	Mersey Street	No Traffic calming is necessary			
27730	Joro	Yambasef						
27729	Jonathan	Coote						
27728	Aaron	Orchard						Also the loss of parking outside my house in Edgeware rd
27727	Edward	Wright	We note that Kensington Ave and Flockton St are both proposed the be neighbourhood greenways. These roads are both used by bus route 44, so any greenway treatment needs to take into account the continued operation of this bus route along these streets.			Kensington Ave, Flockton St, and part of Westminster St are used by bus route 44. We do not have any concerns about the speed limit of these roads being reduced to 40km/h.	We appreciate the consideration of bus stop changes that has been made, support all changes proposed.	(as per comment for traffic calming options)
27726	Letitia	Moorhouse		Cul de sacs required for Trafalgar and Courtney				I support the comments in the submission from JJ Bornheim related to design and implementation of coherent connected safe cycleways.  See <a href="https://www.dropbox.com/s/reoyoofj3w02cw9/Cranford%20St%20project%20feedback.pdf?dl=0&amp;fbclid=IwAR0">https://www.dropbox.com/s/reoyoofj3w02cw9/Cranford%20St%20project%20feedback.pdf?dl=0&amp;fbclid=IwAR0</a>

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								<a href="#">mRabTUL-FPHspjup2AAAzM54CfWOi9NWwggHVyptqoDBMg7Rk9_Gi9Tc</a>
27725	Sue	Whall	Suggest angle parking outside preschool in Forfar Street. Please liaise with residents re what you propose to do with calming and greenways. This will be the third time we have been “consulted” about changes to the street since we have lived in Forfar St, the previous two times changes were implemented as originally set out despite many residents submitting.	Forfar Street	Raised Tables	Reduced speed zones. I travel mostly in Zones 6, 8, 7 and 3. Agree in principle, have tried to see how fast we travel in and around the suburb and find that we mostly travel at or around 40km/hr. Forfar St south of Warrington often is a racetrack, as is Westminster east of Cranford St.		Look good to connect with current cycleways.
27724	David	Barr	Traffic volumes are estimated to increase by 700 vehicles per day under the current proposal which is an increase in volume of 1/3. I understand that an increase of this volume requires traffic calming to be installed. The current road humps are not sufficient to slow traffic significantly and a significant increase in the volume of traffic using Francis Ave as a “Rat Run” would increase the danger to cyclists and pedestrians. There are often cars parked on the road which creates a visual barrier for cyclists and pedestrians when high volumes of cars travel too fast. I propose installing single lane chicanes on Francis Ave which would discourage people using Francis Ave as a short cut. In addition this area has been designated an area of special character and the District Plan document relating to the Francis Ave character area notes that one of the features of the Character Area is the visual connection between the houses and the street and maintaining this is one of the recommendations to retain character. It seems to me that	Francis Ave	Single Lane Chicanes	Zone 6:  The increase of 10,000 additional cars being syphoned through St Albans every day will mean an increase in traffic on all roads in the suburb. I don’t believe a blanket approach to a speed reduction zone will significantly contribute discouraging people cutting through suburban streets as claimed in the consultation document. The open straight aspect of Westminster St east of Cranford St will encourage people to travel at 50km. To enforce a reduction in speed to 40km additional calming measures will need to be introduced such as raised tables. Without an additional traffic calming measures at each end of Francis Ave people travelling on Francis Ave between Westminster and Warrington will use Francis Ave to slow down rather than travelling at the reduced speed from the time they turn in at the intersection. This will put pedestrians and cyclists at greater risk and have a negative impact on the quiet residential character of the street.		<p>The proposed cycle lanes on Cranford St would put cyclists in the same road space as cars, busses and trucks. This busy 4 lane roadway clearly prioritises vehicles and the location of the cycle lane between fast moving heavy cars and parked cars does not provide a safe place for cyclists. This doesn't align with the objective of creating a sense of safety for cyclists which was noted as an a key concern from the community. I believe this would put cyclists in danger and have a negative impact on the relationship between cyclists and motorists and would act as a disincentive for people to choose to cycle.</p> <p>I currently cycle frequently across the city, the roads I feel safest on have well defined separation from parked cars and traffic. The examples provided here show cyclists having to use the space between parked cars and moving traffic, this puts us (the most vulnerable road users) in the in the most vulnerable position on the road and increases the risk to cyclists safety, a risk which is likely to act as a disincentive for people to choose to cycle. I do not feel these proposals place my safety before the</p>

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			<p>increasing the volume of traffic down our street would have a negative impact on the special character of the street. Not only as it would reduce the quiet residential character but as traffic volume increases more people will build high fences to shut out the noise and fumes. There are no figures currently available to indicate anticipated volumes but one can only surmise that an increase in housing in Waimakariri coupled with increasing numbers of workers based in the city centre will drive up traffic volumes in Francis Ave unless measures are put in place to limit this occurring. By allowing more traffic down Francis Ave the council is helping to destroy its own special amenity area.</p>					<p>requirements of vehicles many of which will be from outside our neighbourhood.</p> <p>The current proposal to route cyclists along Forfar St between Westminster and Warrington will result in them travelling along the portion of Warrington in unprotected cycle lanes with the risks described above. Using Francis Ave as a quiet road with designated cycle access would limit the time cyclists are exposed to additional risk in Warrington St.</p> <p>I don't believe this configuration of cycle lanes puts the people of St Albans before cars and I would like to see a solution that increases options for people to cycle and mitigates any additional pollution in the neighbourhood by reducing the volume of cars on the road. Improved cycle facilities would have an additional benefit of mitigating against the increase of carbon emissions effects which may also make a positive contribution to reducing the effects of climate change in Christchurch which has recently been identified as a priority area for the Council.</p>
27723	Dirk	De Lu						
27722	Geraldine & Richard	Trevella						
27718	mark	smith		Nancy avenue , Francis avenue	Greenway/cycleway			<p>Would be a good idea to remove one of the duplicate greenways/cycleways on Thames street and have another instead on Nancy and Francis Avenue leading down to Warrington street. There are already some calming measures on lower Francis avenue and a painted cycleway is already there as it meets Warrington street. It would make</p>

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								more sense down these two streets as they are nearer to the schools.
27717	Keith	Murphy	Speed of traffic on Berwick / Warrington particularly in the evening and early morning will be an issue - noise and vibration					
27715	Martin	Reynders						
27714	Lorraine	Sheard		Mersey Street		Traffic calming would not be required if turning restrictions were placed on Innes Road disallowing traffic to shortcut through.		
27713	John	Rouch	The great majority of drivers are fairly calm. I don't support traffic calming measures as they are an inconvenience.		None	I support slightly lower speed limits in residential streets. I prefer 40kms per hour rather than 30 because it is more comfortable to drive in 3rd gear than 2nd.		I believe cycles should be diverted to one street such as Manchester or Caledonian Road to help separate cyclists from high volume traffic and buses. Cyclists should not be using the HOV lane, its dangerous to mix buses, cars and cyclists.
27712	Gerald Stribling & Patricia Coffey	None						
27711	Jane	Hossack	Traffic volumes are estimated to increase by 700 vehicles per day under the current proposal which is an increase in volume of 1/3. I understand that an increase of this volume requires traffic calming to be installed. The current road humps are not sufficient to slow traffic significantly and a significant increase in the volume of traffic using Francis Ave as a 'Rat Run' would increase the danger to cyclists and pedestrians. There are often cars parked on the road which creates a visual barrier for cyclists and pedestrians when high volumes of cars travel too fast. I propose installing single lane chicanes on Francis Ave which would discourage people using Francis Ave as a short cut. In addition this area has been	Francis Ave	Single Lane Chicanes	Zone 6:  The increase of 10,000 additional cars being syphoned through St Albans every day will mean an increase in traffic on all roads in the suburb. I don't believe a blanket approach to a speed reduction zone will significantly contribute discouraging people cutting through suburban streets as claimed in the consultation document. The open straight aspect of Westminster St east of Cranford St will encourage people to travel at 50km. To enforce a reduction in speed to 40km additional calming measures will need to be introduced such as raised tables. Without an additional traffic calming measures at each end of Francis Ave people travelling on Francis Ave between Westminster and Warrington will use Francis Ave to slow		The proposed cycle lanes on Cranford St would put cyclists in the same road space as cars, busses and trucks. This busy 4 lane roadway clearly prioritises vehicles and the location of the cycle lane between fast moving heavy cars and parked cars does not provide a safe place for cyclists. This doesn't align with the objective of creating a sense of safety for cyclists which was noted as an a key concern from the community. I believe this would put cyclists in danger and have a negative impact on the relationship between cyclists and motorists and would act as a disincentive for people to choose to cycle.  I currently cycle frequently across the city, the roads I feel safest on have well defined separation from parked cars and traffic. The examples

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			<p>designated an area of special character and the District Plan document relating to the Francis Ave character area notes that one of the features of the Character Area is the visual connection between the houses and the street and maintaining this is one of the recommendations to retain character. It seems to me that increasing the volume of traffic down our street would have a negative impact on the special character of the street. Not only as it would reduce the quiet residential character but as traffic volume increases more people will build high fences to shut out the noise and fumes. There are no figures currently available to indicate anticipated volumes but one can only surmise that an increase in housing in Waimakariri coupled with increasing numbers of workers based in the city centre will drive up traffic volumes in Francis Ave unless measures are put in place to limit this occurring. By allowing more traffic down Francis Ave the council is helping to destroy its own special amenity area.</p>			<p>down rather than travelling at the reduced speed from the time they turn in at the intersection. This will put pedestrians and cyclists at greater risk and have a negative impact on the quiet residential character of the street.</p>		<p>provided here show cyclists having to use the space between parked cars and moving traffic, this puts us (the most vulnerable road users) in the most vulnerable position on the road and increases the risk to cyclists safety, a risk which is likely to act as a disincentive for people to choose to cycle. I do not feel these proposals place my safety before the requirements of vehicles many of which will be from outside our neighbourhood.</p> <p>The current proposal to route cyclists along Forfar St between Westminster and Warrington will result in them travelling along the portion of Warrington in unprotected cycle lanes with the risks described above. Using Francis Ave as a quiet road with designated cycle access would limit the time cyclists are exposed to additional risk in Warrington St. I don't believe this configuration of cycle lanes puts the people of St Albans before cars and I would like to see a solution that increases options for people to cycle and mitigates any additional pollution in the neighbourhood by reducing the volume of cars on the road. Improved cycle facilities would have an additional benefit of mitigating against the increase of carbon emissions effects which may also make a positive contribution to reducing the effects of climate change in Christchurch which has recently been identified as a priority area for the Council.</p>

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27710	Craig	Taylor	<p>Roosevelt Avenue has many pedestrians and cyclists that commute via the street on a daily basis.</p> <p>Living here, I see the speeds that vehicles travel at and hear the donuts etc that vehicles do at night.</p> <p>The width of the street, combined with the increased traffic volumes resulting from the opening of the CNC, and the new left in/ outs that are going to be added to the surrounding streets, Roosevelt Avenue is likely to become both more-utilised and a very wide and convenient street to use for rat-running. Roosevelt was identified as a street where rat-running was likely to occur in the CNC DEMP that came out last year.</p> <p>It would appear that in response to this, no traffic calming measures to reduce rat-running on Roosevelt Avenue have been moved forward to a project stage.</p> <p>I ask that you please consider adding Roosevelt to the list of streets for traffic calming measures to be added. To wait until after the CNC is opened will be too late and this is one measure that can be done to protect our young people and pedestrians utilising this street as a main access way to and from schools everyday. We are trying to encourage walking and cycling as a city and it is excellent to see Roosevelt Avenue being used in this way, however by not introducing traffic-calming, I can see a reduction in pedestrian use as a consequence. We have the</p>	Roosevelt Avenue	Include Roosevelt Avenue in the streets for traffic calming			

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			<p>opportunity now to prevent this and I encourage you to consider this addition to the projects.</p>					
27708	Jo	Wells	<p>I am concerned that Roosevelt Avenue is not planned for traffic calming.</p> <p>It stated in the following in the Christchurch Northern Corridor Downstream Effects Management Plan (DEMP) - October 2018:</p> <p>"In terms of Malvern Park, rat-running traffic on Roosevelt Avenue and Malvern Street would impact on access to the park. Traffic calming measures will be required to manage traffic volumes and speeds around the park."</p> <p>So now to see that in the proposed projects, there is NOTHING planned for Roosevelt Avenue (apart from a 40k/hr speed zone) is of major concern.</p> <p>Table 9-1 of the above referenced document lists Roosevelt Avenue to "Introduce traffic calming".</p>	Roosevelt Avenue	To add Roosevelt Avenue to the list of streets for traffic calming	Support reduced speed zones overall		

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			<p>I cannot follow where in the pre-engagement feedback the community said they did not support this. I door-knocked Roosevelt Avenue and Malvern Street residents at the time of the pre-engagement and every resident/household that I spoke to from Roosevelt Ave said they strongly supported traffic calming taking place in Roosevelt Avenue. (Refer to the attachment to my previous submission - this was signed by 28 households from Malvern and Roosevelt).</p> <p>I support the proposed 40k/hr speed zone on Roosevelt/ Malvern however I don't believe that vehicles will adhere to this speed based on what I see on a daily (and nightly) without traffic calming measures being put in place to slow traffic down. I believe traffic calming measures are essential on this well-pedestrianised street.</p> <p>Roosevelt Avenue is a main thoroughfare for pedestrians walking to the nearby schools. The street is very wide and based on my daily observations, vehicles currently travel at unsafe speeds. Based on the known increase in traffic volume following the opening of the CNC, it seems like an omission that no traffic calming measures are proposed for Roosevelt Ave.</p> <p>The trees in Roosevelt Ave are all dead standing in the street and the gutters and footpaths are very old so it would seem timely to do an upgrade of the street, including adding traffic calming before the CNC opens.</p>					

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			<p>I respectfully request that consideration is given to adding Roosevelt Avenue to the list of streets for traffic calming.</p> <p>I do not believe that waiting for subsequent time to consider traffic calming is fair to the users of Roosevelt Avenue, nor the residents and it has been identified in the plan itself that it will be used as a rat-running street. It is such a well-used pedestrian route to schools in the area, I feel that traffic calming needs to be in place at or around the time the CNC opens to discourage rat-running behaviours through our suburban neighbourhoods.</p> <p>I absolutely accept that traffic volumes will increase in these neighbourhoods when the CNC opens, however we need to ensure that the traffic travels as safely as possible through them. Doing nothing to Roosevelt Avenue will encourage it to be used for rat-running.</p>					
27707	Jennifer	Lloyd	Yes to lights corner long over due. Leave rest as it is now. If its not broken don't try and fix it!					
27706	Paul	van Herpt						

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ID	First name	Last name	Comments on traffic calming	Street	Preferred option	Reduced speed zones	Bus stop relocations	Cycle connections
27705	Carolyn	Moffat						<p>Please ensure that cycleway connections through Edgeware Village on Edgeware Rd are painted lines only, as per the plan, and do not remove any more parking from this area. It is a convenience based shopping area, which has suffered badly in recent years, and needs to retain all parking it currently has. (why is there no box to comment on parking changes?!!) If it is not easy for people passing by to find a park and stop, they simply keep going. That is the reality! It would be nice if businesses in the Edgeware Village benefitted from some of the increased passing traffic. In addition, please consider extending the angle parking in Caledonian Rd as this can help accommodate residents, workers and shoppers. Top end parks (perhaps 5-6) near Edgeware Rd could have some time restriction on it eg P30.</p> <p>Cyclists should be encouraged to use the current cycleway -Papanui parallel, rather than Cranford St/Sherborne St.</p>
27704	Danielle	Anwar	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			Kensington ave is already a reduced speed zone when the schools are entering and exiting, however the sign to say this doesn't work at the right times and people fly up the street at all times of the day making it already dangerous.	Why haven't they taken head from places like Brisbane and put in a dedicated public transport only route, no cars, just busses allowed.	There are none

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27703	Louise	Macfarlane	Traffic calming options in the surrounding streets seems like a huge waste of money, considering the amount of traffic around. One of the great things about Christchurch and our neighbourhood is how easy it is to get around. By taking side streets or "rat runs" as you call them, this keeps the traffic OFF the main roads. It doesn't make sense to make it so difficult to move around and to force us all to use 2 main routes.	Mahars Road	Good option presented, but as in front of a school, speed limit could be further reduced to 30 km, especially during school hours	Where is the feed back on parking?  The "upgrades" to Warrington / Barbados/ Madras, has anyone come down at the weekend to see how many people are around for sport? Taking all those parks away will greatly effect how the park can be used and I'm also concerned for the new shops just being built on Warrington / Barbados, where are their customers meant to park?		
27702	Nicole	Tawhai Collie						See my comment above re Cranford / Berwick St lights when travelling south.
27701	David & Nikki	Smith	This stretch of road already suffers from speeding cars on occasion [being straight and a reasonable width seems too tempting to idiots], with the existing two slightly narrowed sections of the road having no useful impact on that.  It is likely that a combination of one and two way chicanes will be needed to slow traffic sufficiently for traffic calming purposes - and act a effective disincentive for using the road as a short cut.	Specifically - traffic calming on Weston Road, west of Cranford Street				
27700	Malcolm	Pearce						
27699	Malcolm	Pearce						Cyclists  Should be encouraged to use the existing cycleway on Colombo Street to free up space on Sherborne Street

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27698	Sharon	Anthony	<p>Support Westminster and Courtney being calmed, retention of parking as part of calming where practical also.</p> <p>Roosevelt Street is a cut through street for many, suggest calming, and then allow left hand turns from Dee and/or Malvern once it has become less appealing for traffic to travel through there.</p>	Westminster Street		Support all reduced speed zones. Think Rutland Street should be added to the zone.		
27697	Catherine	Early				Zone 6 - I support the proposed 40km/h speed limit in this zone		
27696	Steven	Moore						
27695	Rachel	Nash	<p>I'm writing to you today, to raise concerns about the upcoming northern motorway realignment to Cranford Street and the impact this will have on Thames Street.</p> <p>Rachel &amp; myself own our home at ■ Thames Street and we have noticed already the way Thames Street is used currently as a cut through road to and from the CBD, where cars use excessive speed traveling in both directions and with the additional traffic forecasted with the new road layout, we believe will become even more dangerous..</p> <p>We have seen the impact of speed down our street first hand with a car killing our cat only 6 weeks ago, with a car accelerating excessively off Innes road.</p> <p>We firmly believe that residents of Thames Street, where there is a number of families, where children are at risk requires protection to slow vehicles down in the entrance to the northern point and additional traffic calming protection along the full length,</p>	Thames Street				

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			<p>where there is a preschool at the southern end of the street.</p> <p>We ask that you seriously consider this additional protection before there is an incident involving one of the families in the street and have this in place prior to the realignment of the roading corridor.</p> <p>We appreciate your consideration of the above.</p>					
27692	Amy	Brewer						
27690	Karen	Patterson	<p>Prefer no traffic calming on any of the streets. Makes more hazards when biking especially the chicanes. The raised tables just create more noise for the residents living beside them as the vehicles bang over them. Having a 40km limit should deal to any traffic issues. Also traffic calming seems like an expensive option when currently no issues exist. If issues arise in the future, leave a budget for it then.</p>	All Streets.	No calming.	Happy for there to be reduced speed zones		<p>Maybe the connection to the Northern motorway could be West along McFaddens road as I believe Bike/Pedestrian crossing lights are being installed at the Cranford/McFaddens intersection.</p>
27689	Michaela	Bratty	<p>We are concerned about the possibility of the re-direction of traffic onto Westminster Street. We have two toddlers, and a baby due in October and do not want to be concerned about our safety on our street. We would prefer that there are speed restrictions placed on our street and traffic re-directed away from our street to make it safer for our children. The St. Albans school is just up the road from us and already the traffic is a hazard for the amount of children and parents walking to school. Please work towards directing traffic away from Westminster street.</p>					

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27688	Sarah	Ferguson						
27687	Tim	Kerr	<p>I certainly understand the intent of introducing traffic calming measures to the suburban streets but I think it's a lot of money that could be better spent. The document cites "slower speeds result in fewer crashes." I'm not aware that we have many crashes on those streets at all, so I'd be interested to see what the numbers are. There is already a lot of traffic on Cranford Street and I'm not aware that people are deviating to use the suburban streets as short-cuts to gain any advantage.</p> <p>The streets are of variable width and some are in need of better solutions than a blanket speed reduction and traffic calming. If the main roads are upgraded and traffic flows managed properly there should be no need for these other changes. If at all, the main measures should be put on the streets that feed off Cranford, Innes and Sherborne. not every street all the way down.</p> <p>Aylesford Street already has traffic calming measures - with 20km/h speed humps/raised tables all the way down. I don't support reducing the speed limit to 50km/h as it seems pointless with the existing calming measures. I certainly do not support upgrading or replacing the existing measures if that is intended.</p>	Aylesford Street		<p>As already mentioned above, many of the streets are of variable width and I don't support a blanket speed reduction across the whole area as proposed as I don't think it's needed. In many of the streets you can't do 50 anyway because of existing chicanes and other measures, or width with parked cars. I appreciate that it's also an argument for doing so.</p> <p>Other wider streets like Thames Street can handle a 50km/h limit.</p> <p>I certainly do not think Westminster needs to be 40km/h and I think changing speed limits in adjacent streets is problematic for drivers, having to be aware of which speed applies on which streets, particularly around the proposed 30 zones right next to 40's and 50's.</p>		<p>The north part of Barbadoes Street works very well as it is with a lot of traffic entering either from the east or west off Warrington Street. It is a natural traffic street leading into the one-way system of Barbadoes from Bealey Avenue. A route I use everyday. Adding cycle lanes will slow traffic and divert it needlessly off the main road leading the one-way system through town. Likewise adding cycle lanes to Madras Street which has a lot of vehicle traffic flowing up from the Bealey Avenue.</p> <p>I support cycle lanes but not where they inhibit existing heavy traffic. I go up and down Madras and Barbadoes Streets every day and with buses and other traffic I do not support putting cycle lanes on those streets. I think the cycle lanes would be better put on streets parallel to the one-way feeder/extension north of Bealey Ave. Again, please don't inhibit the one-way feeders!</p>
27686	David	Moorhouse						See above.
27685	Edelwina (Edy)	Eichholtz						

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27684	John	Osborne	<p>This street has a high number of families with children and the street is not safe because of speeding traffic. The Stop sign is not well observed and there is often heavy, noisy traffic accelerating hard down the street.</p> <p>Some effective speed controls if the street could not be blocked off would be ideal. With narrowing and even wider berms to give more back to the pedestrians and residents.</p>	Severn Street	Ideally block the street in the middle to motorised traffic - allow pedestrians and foot traffic through access.	<p>For Severn Street and surrounding streets would be really good but a sign is not enough - it needs to be supported with effective landscaping design.</p> <p>Narrowed roads - separation of cars from foot and cycle traffic with resulting reduced speed.</p>	Express buses are of no value to the St Albans area - there needs to be a better lane system that allows regular and reliable bus services to operate so that people in this area of the city can feel encouraged to use them.	I fully support this but it needs to be more than just painted marks on roads that are simply ignored by motorists. The land/roadscaping needs to also support the idea of making it safe to cycle. Prevent motorists from fully driving down streets or narrow road areas and widen berms and footpath/cycleways to get the safe separation of these forms of transport. The streets like Severn Street need to be safer for the young and old to feel confident to cycle.
27683	Margaret	Stewart	Can the plan	All	Leave our streets alive. Reduce the traffic driving down Cramford St and through St Albans as was agreed by the Council	Can the plan	Can the plan	Can the plan

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ID	First name	Last name	Comments on traffic calming	Street	Preferred option	Reduced speed zones	Bus stop relocations	Cycle connections
27682	Lara	Stace	We own a property on Kensington Avenue. While we are generally supportive of the greenway road concept on Kensington Avenue, careful consideration needs to be provided with regards to the design if it is to remain on the bus route. I would not be supportive of the use of raised tables on Kensington Avenue if it was to remain on the bus route. This is because of the vibration that can occur for the nearby houses where any raised tables are located as a result of the buses going over the raised tables. This issue occurred several years ago in Flockton Street where raised tables were installed for traffic calming on the bus route and they eventually had to be removed due to the vibration and damage it was causing to the houses. We don't want a repeat of this issue and end up wasting ratepayers money. The traffic calming design needs to also take into account the fact that lots of parents park on Kensington Ave collect school children from St Francis of Assisi School (both near the Innes Road end) and by the alleyway to the school- so loss of I Street parking will have flow on effects with regards to this. Lots of community engagement is required with regards to the design of any traffic calming on Kensington Avenue.	Kensington Avenue	Greenways but not with raised tables	Zone 4-supportive-particularly with schools in the vicinity.		
27680	marietta	butterworth	entry/exit to warrington st	forfar street	traffic calming instead of blocking off the road			

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27679	Conrad	Fitz-Gerald	<p>Mersey St is an avenue with big old trees that create a unique look and feel to the street. So any form of changing the nature, or flow of the street would be detrimental and a waste of resources. As it is already a quite narrow street there would be insufficient room for major alterations. A simple series of well placed speed bumps and making the "STOP" signs at the intersections of Dee and Malvern both on the Mersey St arms. This would not allow traffic to build up any great speed which is currently the case. It would be the cheapest, most effective and have the least impact on the feel and look of the street.</p> <p>Another option would be to turn Mersey into a cul de sac at the Westminster corner, but allowing pedestrian and cycle/scooter access to continue through. This would negate all traffic through Mersey.</p>	Mersey St	Speed bumps and strategic STOP signs. Cost effective, functional and most asthetically pleasing.	Am happy with this proposal, but the reality is, unless you are out there enforcing them it will not make a blind bit of difference. The speed limit is currently 50kph and that doesn't stop cars and motorbikes traveling well in excess of that at various times of the day down Mersey St. And there has not been one visible piece of enforcement in the 12 months we have lived here. So to expect real change in behaviour is just folly unless you back it up.		
27677	Andrew	Pengelly	If you mean speed humps I detest them. Anything but speed humps please.	All	None	<p>MARSHLANDS ROAD</p> <p>This is gradually becoming a reduced speed zone and I think council needs to rethink the long term plan for this area. I know this is not strictly part of this forum however as a current existing route into Christchurch from the north the opening of the motorway is going to affect this area. I believe it would be a mistake to reduce the speed on Marshlands Road any further and in fact in conjunction with the motor way we should be considering how this is maintained as a significant secondary route into town whilst at the same time preserving the agricultural nature of the area.</p>		

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27675	JANE LILA	MCKENZIE				<p>General...</p> <p>All the streets in the Innes area as per page 21</p> <p>Speed Limits:</p> <p>Speed limit of 50kms on these main thoroughfares must remain, excluding schools etc; as the 30 already in use in Central City is too slow and frustrating. 15 and 20 in the immediate vicinity of the Cathedral is acceptable and 30 Within Durham, Kilmore, Madras and Tuam is acceptable but Outside these areas 50 for continued momentum.</p>		<p>Also Cycle Lanes:</p> <p>Go easy with the cycle lanes. A green strip is quite adequate. The concrete walls surrounding them now is excessive and dangerous. Cyclists do not use these lanes as there is glass or rubbish in them which the road cleaners can not clean. Remove the concrete curb barriers for easy sweeping and safety.</p> <p>One lane per road is quite enough.</p>
27674	St Albans School	Board of Trustees	Please see attached doc	Please see attached doc	Please see attached doc	Please see attached doc	Please see attached doc	Please see attached doc
27673	Patrick	Kennedy	In general, I appreciate traffic calming on residential streets, I live on a street with a chicane and it does have an impact on maybe 60% of vehicles, however it fails to slow those who are least likely to drive safely and at reasonable speeds, so I would prefer speed humps such as those around Church Square in Addington.			The minimum has been achieved here. 30km/h is more preferable on residential side streets.		<p>Typical 20th century thinking. There is a non-descript red line on one of the plans showing a tenuous link to the Papanui Parallel as the only major thought of cycle safety shown in this plan. Painted cycle lanes are all well and good on a relatively quiet road, but as anyone who has ridden on Blenheim Rd knows, they do little to allay the terror of cycling on a four lane road. At the very least, there should be physical separation between cyclists and motorists at junctions, where motorists are most likely to turn across or block a cyclist's path.</p> <p>It should be noted that most cyclists don't live and work next to a major cycle route, and they have to get to the major cycle route before they can enjoy the safety of it. Trading off cyclists safety on streets like Cranford/Sherborne against the safety that is enjoyed on MCRs is not acceptable.</p>

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27672	Peter	Dobbs	See above. Avoid traffic calming measures that cause 'pinch points' that push cyclists and motorised traffic together. Prefer designs that provide a separate safe passageway for cyclists to cross through calming point.	Westminster Street	Support traffic calming but urge care with design. Design that pushes motorised traffic with cyclists together should be avoided.	Support 40km/h zone in residential areas		Support links east-west to connect to Papanui Parallel and through Edgware Village
27671	Kirsty	Humm	Public information campaign on backs of busses and on social media required "Who Gives Way to Who?" before they are implemented as most drivers wouldn't have a clue.		One way chicane option	These need to be policed and tickets issued regularly until drivers get the message.	Ok with these. Consider smaller busses more frequently a better option than the large busses less frequently as these larger vehicle movements are STILL shaking my house and causing damage!	I appreciate that cyclists need to be separated from the rest of the traffic. Why do they have to go on both sides of the street though? Surely one cycle lane going North/South on either Madras/Forfar and Barbadoes Streets is a better option? But two on each Street at the expense of on street parking? See above point on intersection upgrades. The proposed option (while much better than a two lane of vehicles going North/South) will discommode and disadvantage home owning (read: Rate Paying) and rental residents plus the local businesses of our community.
27669	Karen	Neill		Winton Street		Winton Street has been give a reduced speed zone for traffic calming purposes for completion of the Northern Corridor. This means that you expect there to be more traffic on this street. Winton Street is desperately in need of resurfacing - the earthquakes, work on water main/sewer etc. has meant that it has been dug up multiple times and potholes keep reappearing even after being filled. This is only going to get worse with increased traffic flow. (The street does not need to be narrowed; infill housing allowances have meant that it is very full of cars now for all of the properties, so we do not need to wait for this work to occur, just the resurfacing for increased traffic flow). Thank you.		
27668	Liss	Bornheim						

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27667	Maria	Lamb	I think it is unreasonable to ask existing residents to enter/exit from into Westminster Street traffic, which will have more high volume and less considerate drivers as everyone will be wanting to just reach the coming intersection. We have this traffic problem already at the top end of Mersey Street/Innes Road so don't want to see it repeated at the other end. With high volume traffic entering into a TC3 residential area, there will be more damaged roads in the future. Not to mention a less attractive neighbourhood.	Mersey Street	Open both ways but maybe with speed bumps, one way flow.	Regardless of speed zones, when does a busy motorway traffic flow ever finish into a small suburb? It usually ends in a quiet, wide street with less residential population before entering upon the main neighbourhood. This Northern Corridor is ruining many streets without a care.		
27666	Liam	Speechlay	The options being included in the Councils plan are not enough to stop rat-runners, but with my plan it could work well.	Malvern St, Dee St, Roosevelt Ave, Courtney St, Westminster St, Jacobs St, Carrington St, Gosset St.	My plan included in the feedback form (which includes all measures already being taken.	All= You MUST reduce it down to 30km/h or even 20km/h to stop rat-running and help keep people safe. When people see a 40 speed sign they will continue to go 50km/h. It is possible as Christchurch has multiple residential 30km/h streets including Heyders Rd, Riverlea Estate Drive, Worcester St (Outside city centre), Ducleugh St, Wellington St, Olliviers Rd, Clive Rd, Marlborough St, Coles Pl, Trafalgar St, Hinau St, Victoria Park Rd, Roker St, Mackenzie Ave, Charles St, Shellon St.	Sweet As. Just check with residents.	Good, but more could be better. Cycling should be put above cars. Possibly put shortcuts between streets (like the Innes to Weston one). Straighten up the Papanui Paralell/ CNC Connection as much as possible. This is a suburb with families so protected cycleways are a great option. On road cycle lanes should have cyclists on the left of parked cars for a median as protection (its free!)
27665	Jock	Kininmont	Francis Avenue needs some form of traffic calming. The street is regularly used by vehicles dropping off primary school children. The proposed traffic changes for Cranford Street will mean there will be an increase in traffic flow on Francis Avenue for vehicles wanting to avoid traffic congestion. Francis Avenue already has issues with the number of cars speeding during the day. It is very dangerous on Francis Avenue. Eventually, someone will be killed!	Francis Avenue	Speed Bumps, Raised Tables, One-Way Chicanes - anything to reduce traffic flow & speeding	Francis Avenue - vehicles speed down the northern end of Francis Avenue. The street is in close proximity to a primary school. The street is used by young children also biking to the local primary schools. Some traffic flow calming measures, together with speed restrictions of some sort are required immediately. Francis Avenue is becoming a very dangerous street. The council need to take ownership of the problems they have now created in our once peaceful suburb.		

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27664	Mary	Holden	<p>This street is already being used for rat running to access Innes Road, and should there be no traffic calming measures put in place this will only increase to dangerous levels for our neighbourhood to cope with. Traffic into our street already begins to disrupt our sleep from 0500hrs and would increase if there are no traffic calming measures put in place.</p> <p>A nearby school uses the Norah street end of the Avenue for after school pick ups and makes for a busying of the area for an hour in the morning and afternoons. This is additionally a safety issue for students.</p> <p>This is a community that has a large number of dogs and younger people living within it, and I believe that busy residential avenues do not allow for the provision of safer walking and biking communities.</p> <p>We live in a street of historic character, and as such busy traffic is not an attractive feature come any sale time of our homes.</p>	Francis Avenue	additional traffic calming measures in this street are needed to provide safety for residents and the community			
27663	John	Ascroft	All calming is good.			Speed reductions across the area look great. Need to be enforced as well as encouraged through calming.		The cycleways should be separated if possible. Certainly sacrifice on street parking and traffic lanes to achieve this. If a primary school child cannot safely cycle without supervision, then the work is not finished or safe.

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27662	Dennis	Musgrove	We have raised tables on Aylesford Street and they do not slow the traffic down. The faster you go over the tables the smoother the ride. The only thing they do, is keep the residents who live next to them awake day or night and concerned with the loud noises when the cars and trucks go banging across.  Not good for sleeping or your nerves.	Aylesford Street				
27661	Jan Jakob	Bornheim	Please see attachment	Please see attachment	Please see attachment	Please see attachment	Please see attachment	Please see attachment
27660	Ian and Rosamund	Westbrooke	Champion St is often effectively one lane due to parking on both sides. It needs traffic calming such as in Geraldine St. The existing single lane section needs review. We believe that prior to the earthquakes this section was raised, but post-earthquake it ended up flat. The raised road should be restored.	Champion St	Champion St - lower speed to 30 km/hr and review traffic calming.	We support reduced speeds on all residential streets, including in in zone 14 where we live.  *CHAMPION St needs a lower speed (30 km/hr) due to narrowing with so many vehicles parked on each side. I (Ian) find it tricky to cycle on it almost ever day to and from work.  *EDGEWARE Road: With the introduction of cycle lanes and increased cycle/vehicle interaction, Edgeware Rd needs a lower speed limit - 40 km/hr to increase cycle safety and reduce rat-running/diversion off themain routes. Increased vehicle traffic through Edgeware Road would undermine the community and village character of the shopping centre and residential areas. *Ongoing monitoring of volumes and speeds is needed on both Edgeware Rd and Champion St		We strongly support all cycle developments, especially along Edgeware Rd.  This will require improved road surfaces throughout, including dealing with the ongoing pothole problems especially west of Madras St, and the very rough surfaces at the east end of Edgeware Rd, for example on the north side opposite Champion St. It also provides an opportunity to review landscaping to develop the "village" character of Edgeware Rd in and beyond the main shopping area.
27657	Amanda	Wallwork		Malvern Ave (between Rutland and Cranford) - this piece of Malvern Street has high use		These are all good ideas.		

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				<p>already particularly when there is rugby training at Rugby park and after school sports practices at Malvern Park. People already use this to cut through to Cranford the suggested speed restrictions will certainly help. However, in order to make the street safer for children crossing to the park, additional traffic calming and safe crossing points will be required. Safer cycling to the Papanui parallel would also be beneficial.</p>				

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27652	David	Hattam	The traffic calming is aimed at the side streets but the impact will mostly be felt on the collector roads. Although these are designed to have some traffic, they are also residential streets where people live and are intended to cater for both of these functions. Yet these are being prepared for extra traffic without any corresponding increase in amenity for residents to offset the effects of the traffic, even as development intensifies in this area and more people are expected to live in these areas. It seems that the space and the character of the area is being sacrificed to traffic, rather than a more general upgrade being carried out, that would also benefit residents and pedestrians.			I agree with the 40kph zone in general. It is a shame that it does not include Edgeware Road. The sets of traffic lights on Edgeware Road mean that it is difficult to go faster than 40kph for very long anyway so it would not make much difference in terms of speed. Maybe the zone could be extended?		I am in favour of the cycle lane on Edgeware Road. I am also in favour of the removal of parking. Many of the people who park around the top of Manchester Street seem to come in from elsewhere for the day. There is also a bus that likes to spend the night here from time to time. I do not think there would be much impact on residents.
27649	Phoebe	Thompson		Westminster	As above reduce volume of peak traffic at Westminster Cranford intersection			
27648	Adrienne	Canton				What is the purpose of reducing the speed limit so extensively onto the East of Cranford St when there is nothing in place to monitor the speed at which people are travelling. Currently the speed limit is 50kph which if adhered to is perfectly safe, however is this adhered to? No-because there are absolutely no consequences for speeding on suburban, off the main throughfare streets. We often have cars travelling down our part of Weston Rd (East of Cranford St) that would be travelling well in excess of 80kph. This includes through an intersection controlled by a give way sign. Realistically reducing the speed limit to 40kph is not going to change the speed these people travel because they never get caught. Police are not going to have the resources to be on suburban		

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						<p>streets catching speedsters so reducing the speed limit to 40 is really a nonsense. It penalises the safe drivers who live here and means that we have to travel through huge tracts of our suburb at 40 kph when I find it hard to think of another area in town where there are such restrictions. When the speed limit of such a large block of streets needs to be reduced, surely there is an issue. Especially when these measures are not taken elsewhere in Christchurch. The speed limit makes no difference if there are no consequences for not traveling at it.</p>		
27647	Aaron	Tunncliff		<p>There is no detail as to which traffic calming measures will be applied to any given street so it's impossible to comment if it's suitable or not.</p>		<p>I think these are a misguided policy, bound to drive up confusion further and lead to reduced safety through non compliance and inability to interpret what the speed limit of any given street is. I understand the need to reduce speed limits where risk is high, there may be a history or pattern of accidents or a desire to change the environment of an area. But doing it in a way that is unintelligible is simply inviting a problem that doesn't currently exist. you have some roads that are classified as "Connector" roads in the city plan as 30kph and some as 40kph, there should be a simple visual identifiers so that road users know (I'm on a road of x width, with a grass verge separating road and footpath traffic, therefore this a x kph zone, A great example as it stands today is Trafalgar St it's a wide road with excellent sight lines from private properties and grass verge separating Footpaths and the road but is 30kph where Dover St beside it is a narrow strret with a tiny footpath and little to no seperation between footpath and road but is a 50kph zone, your proposals as outlined simply add to the confusion.</p>		

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27646	Meg	McLean	QE2 drive isn't any calmer at the end of the day now the road works are completed at the Burwood end, what a waste of time. Why wasn't it twin lanes?			Why is St John St going to be a reduced speed at the Ferry Rd end?  I've never encountered a pedestrian wanting to cross.	How about bringing a bus back to St John St, Woolston????  How are the oldies supposed to get to Eastgate? Or the kids able to get to Eastgate to transfer to their school bus?	Any cyclists I know tell me the cycle lanes are  More dangerous than the roads.  Why are there still cycle lanes on the road as well as the new one in the middle of the road (Linwood Ave)
27645	Clare	Ogier	Please consider that traffic from NW christchurch is heading to SE christchurch, people from NE christchurch are heading to SE christchurch. People do more than head north and south on Cranford Street they need to get across it as well. I believe too much restriction is being put in place and not enough consideration is being given to these people trying to get across Cranford Street.			Westminster Street. I object to the speed lowering on this street. This street is a main street as well as a connection for north east christchurch or east christchurch to get to work or across town. Volumes will only increase as more houses are built in areas like Prestons and kaiapoi as well as school children commuting out of zone across town. Where people work has changed post quake so there are more people trying to get from west christchurch to east christchurch and vice versa rather than purely into town.		I would give some consideration to using these but mostly a connection to the rutland st cycleway.
27644	Stefan	Jermy				I support the 40km/r speed limit in residential streets to improve the level of safety for residents.		
27641	Robert	Fleming	The more the better.	Westminster Street - west of Cranford	One-way chicane with cycle by-pass on each side. ( as in Trafalgar Street ) Traffic speed is an issue here. Raised platform paving immediately west of the Cranford /Westminster intersection	Fully supportive of speed reduction in all of the proposed areas. Enforcement will be important.	Supportive of any relocation that provides a better service level for any user of public transport.	Supportive. However the cycle lane that would make the biggest difference to providing a safer perception of riding is along Edgeware Road, between Cranford Street and Springfield Road. Edgeware Village is a place to avoid when riding, which is a pity given that this is our local shopping centre. There has been much discussion about the role of the Papanui Parallel cycleway in reducing vehicle movements in the area over time. The Trafalgar Street section of the cycleway can be unsafe during peak times, due to the number and speed of vehicles. If the traffic management and vehicle numbers are to be minimised as promised, cycling must

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								be offered as a viable solution. Currently Trafalgar Street is not a suitable option for many on bikes at peak hours.
27640	Roshan	Rayen						
27637	Michael	Sheedy				Great to see a speed restriction on Mahars Road (Zone 4) which is our main entrance to Mairehau Primary School.	Good to still have the bus stop accessible to Mairehau Primary School so moving the stop from 470 Innes Road to 462 and 464 Innes Road will still maintain adequate transport options.	The cycle connections are fantastic and anything that helps with our tamariki to access the school safely through means other than cars is a bonus. The greenway on Mahars Road is fantastic. The only concern that we have is that it will eliminate some of the parking for school drop off and pick up. This needs to be considered.
27636	Karyn	Perry						
27635	Nicole	H						In regards to making this road safer for cyclists, I'm not sure how increasing the amount of traffic / lanes on the road will mitigate this.
27634	Dave	Chapman	Either fix the sediment or move the bus route and put calming around the corner of Flockton / Westminster there have been 3 x crashes in past 2 years within 3 houses of the corner.	Flockton Street	Two way chicanes			
27633	Clayton	Wallwork	Need to be minimal, strategic and effective at slowing cars down. More doesn't always mean better. Some key road restrictions or high speed bumps would work better than a lot of small and slightly narrow options.	Malvern and McFaddens with calming measures if allowing left turn into Cranford heading North. Traffic calming on Westminster near St Alabans School. The current calming doesn't work to slow cars down.	Speed humps with road narrowing like Trafalgar st	All OK, as a resident of Jacobs St and have a child at St Albans School.	We need buses to continue to go to and from Northlands on Cranford, we have 2 children who are students at Papanui High and use this bus route	Happy with those,

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27632	Sharon	Chapman-Stead	You say traffic calming is proposed however if buses use this street how much traffic calming will be able to be in place	Flockton Street		Flockton St - there are regular accidents some serious (check police records) it is a street full of families. I am very concerned for the safety of children who regularly cross the road. Can take minutes now to get out of driveways now.	Kids use the orbiter - happy as is	Enjoy & use cycle lanes
27629	Courtney	Green	We support raised tables as a method of traffic calming. We note that the road is a straight stretch between houses 1 -33 (approx.) and vehicles often speed (excessively) down the stretch.	Kensington Avenue	Raised tables	Zones 3 and 4 - Kensington Ave. As above for reasons supporting a reduced speed. Additionally, the bus also appears to speed down the street - which shakes the house.		
27628	A J	Roberts	Allow left turn to Cranford St on the southside	McFaddens Rd		Not allowing traffic to disperse as quickly as possible and blocking of side streets will be a shambles.	Not concerned	Not concerned
27627	Niki	Sycamore	A stop sign Weston / Bretts Rd to deter cars from short cutting.	Weston Road & similare roads in the area		Always good to reduce speeds in residential areas		
27626	Brian & Jane	Watkins						
27624	Lisa	Buchanan						
27620	Sarah	Walker		Francis Ave		Zone 3  Reducing speed to 40 will have little impact as cars can quite easily travel in excess of that now between and over speed bumps. They do now.		
27619	Louisa	Taylor	Best traffic calming is not having the traffic arrive at all, because public transport and connections are so awesome. Focus on that and you will have done your job for the community and the world.  An electric tram from Edgeware village *that* would slow the traffic down and draw tourists up into our wee community	Forfar south of Warrington	Central crossing median as part of the zebra crossing + Speed camera + SLOW down flashing signs	The average speed on the stretch of road between speed zone 8 and 11 is more than 60km - yet it has no additional speed restrictions.  This road as it gets busier and even more aggressive is a blockage that cuts the community off from the park - kids, bikes, skaties, dog walkers, elderly bowlers, sports people, joggers - all waiting on the side of the road for ages at busy times with cars screaming past.	Madras / Forfar needs buses too.  Dedicated bus lane is a must for cranford.	Use common sense - the bike lanes are great but totally over engineered - keep it simple. Madras / Forfar is 4 lanes wide - it could be one with a dedicated bike lane - just paint it on - don't need all these kerbs - just adds to the cost and false sense of improved safety when in fact cars pull out into them all the time

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27617	Christchurch Citizens Collective	As above	<p>There is no need for so-called traffic calming and we are puzzled as to why this is being proposed at all. You state: "Traffic calming is proposed on streets that could be impacted by an increase in traffic"</p> <p>We don't understand why these streets would see an increase in traffic given the new corridor will allow these streets to be bypassed and secondly, why if there were an increase in traffic, would you slow it down and obstruct with traffic calming?</p> <p>Part of the stated rationale appears to be to discourage drivers from taking shortcuts through side roads etc. You may want to ask yourself why they would look to do that in the first place? If you weren't cluttering up other roads with more traffic lights and speed restrictions and turning restrictions, there would be less need to take these shortcuts and less need for so-called traffic calming. We don't understand why the Council wants to herd everyone onto the same road and needlessly cause more traffic congestion-isn't this proposal meant to reduce congestion? Why is the Council so averse to drivers taking shortcuts and getting to their destinations sooner? You would be better placed to address why drivers feel compelled to shortcut in the first place. If they want or need to short cut, let them as it will take pressure off the main roads.</p>	all	none	Unnecessary given the volume of traffic these roads receive. These roads will still be perfectly safe at 50kph. Reducing it just causes more frustration and impatience and thus, greater risk taking.		These changes at the expense of drivers/ratepayers will cause further resentment and hostility towards cyclists. The cycle lanes already exist only receive minimal use and certainly do not justify the expense.
27615	Jeanne	Cooper	Traffic short cuts through these streets at 50 k to avoid Merivale lights and gain access to St Albans Street	Beverley St / Devonport Lane	Speed restriction or on Devonport / narrowing	This will increase as traffic moves east onto Cranford and then north. St Albans St is already a race track at peak hours.		

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27614	Alison	Dorman					Bus stop outside 213 Cranford Street will move to 87 Malvern Street (but still on Cranford Street): this moves the bus stop further away from the Innes St intersection and increases the likelihood that people will try to cross Cranford Street in the middle of the block, to try to access the bus stop. Can a pedestrian refuge be installed to enable safer crossings?	
27613	Daniel John	Clarke	Again drivers will look for roads that are less troublesome until you "calm" those roads too, eventually we have a city wide road network that is largely unusable with grid lock & chaos on the few roads you have forced us onto.	All of them				Well intentioned but the concrete curbs in the roads create a lot of problems. I feel a lot less safe dealing with them. All of the traffic lights with cycle arrows don't seem to work in the real world adding to driver frustration.
27612	Carolyn	Till						
27610	Nicola	Bennett (on behalf of the Forfar Nursery and preschool governance Committee)	The proposed changes to Forfar and Warrington Streets go against the stated objective of avoiding drivers using local roads (Francis and Mersey Streets) and the resulting increased traffic volumes on Westminster Street (to access northern Forfar Street) alongside the proposed cycle lanes is not good practice from a safety perspective.	Forfar St	We would prefer Forfar St to have traffic Calming rather than turning it into a cul-de-sac			
27609	B L	Wheeler	Adequate but parking must be enforced as at present used for all day parking from 6am to 6 pm - 7 days a week.	Westminster St (West of Cranford)		Not really necessary as common sense and reasoning should prevail		

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27607	Wendy	Sharp	Landscaping & yellow Lines. More resident parking required for those on Sherborne St whose parking has been completely removed on the west side and effectively removed by the morning clearway forcing them to seek unrestricted parking on adjoining residential streets to the detriment of the residents on those streets	Purchas + Canon Sts	Parallel Parking			
27605	Williams	Jeniffer	Speed bumps a very noisy but i like the narrowings			I really like this idea. Please extend it to Papanui Road		All good. Go for it!
27604	Williams	Harvey	Bumps are noisy			I really like this idea. Please extend it to Papanui Road		All good you should do this
27603	Arnaud	Scandrett	Don't do bumps			My wife likes this :-)		Yes - go for it
27601	Briar	Scandrett	Speed bumps a very noisy but I like the narrow sections					Love this stuff!
27600	Willow	Scandrett	Speed bumps a very noisy but i like the narrowings			I really like this idea. Please extend it to Papanui Road		All good. Go for it!
27599	Melanie	Williams	Speed bumps a very noisy but i like the narrowings			Great idea! - Can you please extend this out to Papanui Road		All good. Go for it!
27596	P W	Ayton						
27595	Judah	Soloman-Gibson		Mersey Street	Oneway Chicanes	Zone 3		
27593	Andrew	Sprouse						
27592	Anthony	Milne						
27591	Rob & colleen	Hesketh						
27577	Fiona	Hartland	Slowing the traffic down on Roosevelt would be great as there are a lot of school children walking to school along this street.	Roosevelt Ave	Anything with green plantings.	I'm happy for Roosevelt Ave and the surrounding streets to become 40km/hr zones, particularly due to the number of young children that live in the area who enjoy getting out and about on bikes and scooters or generally just playing outdoors. Slower traffic would make the kids feel safer.		
27576	Kelvin & Sue	Whall	We would like more detail on proposed greenway for Forfar St.	Forfar St. Mersey St	We support the Forfar St cul de sac proposal	We support the reduced speed zones		
27549	Emma	Twaddell						
27548	Veronica	Clark						

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27546	Juliet and Tim	Calder				Zone 7 - We are submitting on the inclusion of Massey Crescent in Zone 7, a 40km zone. We believe that Massey Crescent should instead become a 30km zone for the following reasons: (1) Trafalgar Street and all other streets that come off it have been designated as 30km zones, so we believe it would make more sense and be less confusing for motorists if Massey Crescent was the same. (2) A 30km speed limit would be safer because of the shape of Massey Crescent, which includes a sharp, blind corner that many motorists currently take far too fast. (3) There is a high volume of vehicle and foot traffic along Massey Crescent at the school drop-off and pick-up times. Cars park on both sides of the road a fair way along the street at these times and many children are walking, scootering, cycling and crossing the road on Massey Crescent, often with limited visibility to the road due to the number of cars parked and the sharp corner. (4) During the Autumn months there are often large piles of leaves on the side of the road in Massey Crescent because we are a tree-lined street. These piles of leaves are very tempting for children to play in and you frequently see this happening even though they are on the road. There is a genuine risk of a car coming too fast around the bend or not seeing the children in the piles of leaves, so a 30km speed limit would help to lessen that risk.		
27541	R	Parr						we the cycle lane idea is ok as there is already a cycle way parallel to Cranford St on Rutland, it just needs to join somewhere safely
27538	Vanessa	Winter	Already a lot of rat runners on this street.	Mersey	Raised Table	I fully support reduced speed zones		
27537	Gwyneth	Carlaw						

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27536	Kim	Eagle	<p>I am writing as I have serious concerns regarding the speed of traffic coming down Thames St and the increased traffic flow we will experience. Going forward I see there is no plan for traffic calming down our street and would strongly ask that this is revisited. Most of the houses in our street have young children and as it is now we have to be careful on how we cross the road as this street is used as a shortcut for the surrounding streets.</p> <p>I would strongly recommend that some type of traffic calming is placed at our street end from Innes road on to thames st.</p>	Thames Street				
27535	Chris	Simmons						
27534	Rachael & John	Creighton						
27533	Jarod	Rolton						
27527	Paul	Donaldson						
27526	Rachel	Donaldson	<p>Please know that the CCC efforts on the traffic calming measures have been noticed and turning streets into 30-40km zones w chicanes could actually make all the difference</p>					
27514	Adrian	Price	<p>The calming options in Trafalgar street work much of the time but break down at peak periods, people ignore the speed limits and parking limitations to ensure their convenience. This isn't surprising. Policing the restrictions is vital. Residents who 'lost' parking just park completely on the pavements and get away with it since it's outside parking employees work times, speeding vehicles continue to use the 'rat runs' with immunity during traffic hot spot time.</p>			<p>The calming options in Trafalgar street work much of the time but break down at peak periods, people ignore the speed limits and parking limitations to ensure their convenience. This isn't surprising. Policing the restrictions is vital. Residents who 'lost' parking just park completely on the pavements and get away with it since it's outside parking employees work times, speeding vehicles continue to use the 'rat runs' with immunity during traffic hot spot time.</p>		

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27512	Todd	McKenzie						I feel you whole concept of providing cyclists the protection of a painted white line with some green paint on roads with massive traffic volumes totally undervalues our city concept of safe non car dependent travel areas. It's clear to see the car is more highly valued and moving cars quickly as opposes to supporting cyclists who need the same protection from busy roads. Guess it comes down to cost and the car wins every time. I wonder how many cyclists will lose their lives because they were not protected. It is our cyclists rates paying for this - why not provide protection. Alternative non direct routes will just make me give up cycling and rejoin all the other car drivers.
27511	Dominic	Hill	see above.	madras	speed bumps? idk man, u guys get paid to figure out whats best so do ur jobs.	yea reduce madras speed zone		
27506	Zhi	Qiang Wang	Nil			Nil		Cycle is hurting the business - I firmly oppose
27505	Roshan	Rayen						
27504	Alika	Ackroyd	Next option: no turn into Roosevelt from Westminster	Roosevelt Avenue	Cul de Sac	Zone 7 (and all the zones), should be 30 kph and regularly patrolled & enforced	Can the plan!	More cycle connections!
27503	Vaughan	Kirkland	My preference would be for the chicane options rather than the raised table as the latter can be quite noisy for local residents (e.g. wheel noise as vehicles go over these; acceleration/de-acceleration of vehicles )			I think these are sensible but I wouldn't want them any slower than 40 km/h.		I support the Cycle connections as proposed. I would not support any amendments that would result in the loss of more on-street parking than that proposed. I certainly think that as much on-street parking as possible needs to be maintained in the vicinity of the Westminster/Cranford shops. Businesses in this area will already be losing enough on-street parking due to the Cranford street changes e.g. the clearway

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27499	Duncan	McFarlane	Manchester St is already a dangerous high speed short cut. Once the new Cranford Street upgrade is completed it will always have a "T" at the Bealey end, where Manchester is straight through. By leaving Manchester as it is, it will leave the door open for large amounts of traffic bypassing the bottleneck T at Bealey, and speeding along Manchester and straight through the lights. Traffic calming is a "no brainer".	Manchester Street	Traffic calming required			
27483	monika	cassidy	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.	Forfar Street / Francis Ave	closing both or leave both open	if considering reduced speed zones, they should be reduced to 30km/h on residential side streets.		

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			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.					
27482	Mark	Rogers	As above					
27478	Susan	Durham						
27476	Phill	Hanrahan	if i can not turn left at either Malvern or Dee st my only option is to sit on Cranford st and wait for a break in the traffic in peak time to go up my driveway and hope someone does not rear end me. My other option is to go down to Warrington st to turn left into Cranford st and that street is always backed up now so will become worse when you stop the left turns off Malvern and Dee st.	Malvern st and Dee st no left turn	Malvern or Dee st to have a left turn on to Cranford st option			
27469	Tim	White	I am a home owner on Thames street with a young family. I am deeply concerned and to be honest fairly baffled at the lack of planned traffic calming planned for Thames street. Currently our street is a busy thoroughfare and will I feel Get worse once the motorway is open. Over 60% of our street is young families. We have an Early	Thames Street				

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			<p>childhood care centre and an after school care programme operating in our street.</p> <p>I am baffled. Mainly because of the plans I have seen there is traffic calming planned for Mersey street. Which I think is no where near as busy as Thames and already has stop signs down it. Yet Thames street is pencilled in for Greenways “maybe” by 2030.</p> <p>I am asking you to consider my concerns and effect some kind of change to this plan. I feel Thames street could use traffic calming down its length. Or at very least a narrowing of the entrance from Innes road. As this I feel is where most of the traffic speeds up.</p>					

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27468	Anne	Ballingall	<p>I am a resident at [redacted] Thames Street (for the last 12 years) and have looked over the latest reading plans for Thames Street. I am concerned with the lack of speed reducing plans for Thames St. I live at the Northern, wider end of Thames St and have had a few near misses from speeding drivers coming rapidly up behind me and then speeding past when I indicate to turn into my driveway. There are also. A lot of families with small children in the street and frequently cross the road.</p> <p>Thames St is a “through road” and I realise that will not change to much and to be honest, I don’t have too much of a problem with that, ... it’s the speed of the drivers using Thames St as a through road, which causes concern.</p> <p>Thames St has needed something like shikanes or speed reducing changes for a while and with the impending road changes, these are needed more than ever and soon.</p>	Thames Street				

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27467	Anne	Gardner	<p>Chris Simmons talked to you at the meeting, regarding people using Thames Street as racetrack or as a short cut to Cranford Street. Living on the corner of Thames and Malvern Street for over 60years, I find the traffic has increased substantially in the last few years. In fact there has been a few near misses with cars going too fast, especially around our corner.</p> <p>As there are a lot of children living around here now, the importance of narrowing the end of the Thames Street as soon as possible, before we have an accident, and it could be fatal. I would not like something that on my conscience, for a small job which wouldn't take long.</p>	Thames Street				

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27465	Abby	White	<p>As this street is at least 60% lined with young families (ourselves included) a community Daycare Centre and an after school program facility. Currently we feel it is used as a speed route to other destinations by a lot of vehicles, especially at peak times, morning and night.</p> <p>With the opening of the northern corridor and other traffic calming measures in place (Mersey street) and more to be added we feel it will only increase fast moving traffic down Thames street once the programme is completed.</p> <p>If I could ask for your help, to look into potential traffic calming measures to protect our little people from the speeds of these cars, it would be much appreciated.</p> <p>Thank you for taking the time to read and consider my concerns for our young community.</p>	Thames Street				
27458	Mark	McGoldrick				<p>Lincoln Rd</p> <p>Leave it at 50</p> <p>The demise of St Asaph St which used to be a really effective arterial one way should be the best working example of why these 30kmh zones are absolutely futile</p>		

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27450	Paul	McGowan	Please add traffic calming (islands and speed bumps) to Springfield Ave. People speed there all the time.			<p>Please add speed reductions to Springfield Ave. It's useless reducing the speed on the streets off it when most of the speeding is done ON Springfield Ave.</p> <p>This is a wide street that people (especially boy racers) speed along every day and night. The police do little to monitor this road.</p> <p>The council would make a fortune out of speed cameras if they were installed.</p>		
27446	Tim	Jefferson		Weston Road, Knowles St, McFaddens Rd	Traffic calming should not be required if traffic can only left turn off Cranford, as this would surely mean there is substantially less traffic than there currently is?			<p>Is there really a need for cycle lanes on major roads like Cranford St? Shouldn't we be discouraging cyclists to be on these roads - like we do with Highways? I am a cyclist commuter and there is nothing more undesirable than cycling with hoards of vehicle traffic. Creating efficient cycleways in more backstreets is what we need - Papanui Parallel is a good example (although the cycleway should have been two-way on one side of the street. Leave major arterial routes to vehicular traffic only.</p>

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27439	Ian	McKenzie	One way and two way chicanes may look nice from a landscape perspective, but complicate the street, usually reduce on-street parking and are an unnecessary cost which could better be applied to improved bus transport or to encourage cycling.			The proposed speed restrictions east of Rutland & Springfield Rd, a large chunk of the neighbourhood, are a second example of restrictions penalising the community already adversely affected by the expected increase in traffic. 40km/h temporary zones at schools makes a lot of sense and apply already. 40km/h at 10pm at night (for example) makes little sense on the long stretch of Westminster St between Cranford St & Hills Rd.		<p>Painting marks on roads does not do much in my view for cycling safety.</p> <p>Recently constructed cycle ways, though appearing safer because they are separated from the roadway, are often let down at each transition point. That is, getting on to &amp; off a cycle way, at an intersection or at the sudden end to a formed route, is potentially dangerous. They just run out and dump a cyclist back onto the road behind the first parked car beyond the cycle way. So too in the construction phase of these works. It is unlikely that temporary controls are designed or put in place by cyclists as mostly the cones, fences, gravel &amp; bumps appear more as a mountain bike challenge than road-cycle friendly, particularly at night! The transitions at Rutland, St Albans, Westminster, Cranford, McFaddens, Innes Rds need to be thought through carefully, without special cycle lights being the default.</p> <p>'Greenway' seems a nice, but meaningless term to me, a regular cyclist.</p>
27429	David	Hogarth	Cranford Street and Berwick Street.  Block off or add traffic calming to the left turning turnoff into Mersey Street from the Cranford and Berwick intersection.	Mersey Street	Raised Tables Option 2			
27418	Bruce	Clayton					Please no.....	<p>Why would the CCC install cycle lanes on a Major arterial road such as Cranford/Sherborne, when the cycle ways installed in Colombo are over 1 x block, available, and to be fair, hardly used anyway from what we notice, as well is limited parking?</p> <p>Very dangerous for cyclists.....</p>

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27413	Craig	Rodmell	<p>These are very long on Political Correctness, and very short on safety, practicality and common sense. I had better not mention what should happen to whoever thought "One Way Chicane" was a good idea. The truly alarming thing is that someone actually thought this was a good idea!!! The mind boggles! The same with the bottom of the two "Raised Tables" pictures. Where I live, there is a whole suburb in which every street is plagued with these. Opinion is divided: On one hand are those who designed these and recommended they be put there. On the other hand are everybody else, who (correctly) think they are stupid, dangerous, unnecessary and a head-on collision waiting to happen.</p> <p>The bottom line is, if you put dangerous obstacles in the road (which is what these are), you make the road Dangerous, not safe.</p>					
27408	Julia	Hetherington		Mersey Street	<p>maximum intervention. The raised tables don't really work in my opinion. Speed bumps increase noise as well.</p>			

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27407	Douglas	Hetherington	<p>I don't think that the chicanes and raised areas etc. will deter people from shortcutting down mersey street. The timing gains are too large. I would suggest either: Blocking off the westminster / mersey end and provide end on parking in the blocked off bit of road. This would remove the westminster rat run and also provide much needed parking for the shops/cafes at the weekend. Or block mersey half way down and remove turning from dee and malvern on to cranford (left and right) this would effectively make it a residential only street but still allow parking on the weekends for the shops on mersey.</p> <p>Another option is no right turn from Westminster on to North Mersey.</p> <p>If none of these are possible i would go for the maximum impediment option of multiple single lane chicanes and remove all the turns on dee / malvern.</p> <p>Raised platforms i don't think will be effective.</p>	Mersey Street (north of westminster)	Blocking off Mersey at the Westminster end. followed by Multiple Single lane Chicanes	30 on Mersey please. The walking school bus (with about 25 kids) goes up every morning just as the rat racing is happening ~8:35am. They need to cross the road.		I cycle to work from Mersey to Addington. The only part which is a bit dicey is along westminster -> courtenay to trafalgar. So ensuring there's safe passage would be great. The rest of the route to work is excellent.

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ID	First name	Last name	Comments on traffic calming	Street	Preferred option	Reduced speed zones	Bus stop relocations	Cycle connections
27405	joe	berry						<p>Hi, i have just recieved the proposed cycle lane plans in the mail and it shows that the 4 parking spaces outside my house are all going to be removed as well as the 5 across the street, there will only be 6 parks left untouched on this section of Westminster st between both sides of the steet between aylesford st and flockton st, we will have to share these with 11 other dwellings and one commercial building, this will be significantly inconvenient for us all, we currently have 25 car spaces available most of which are filled up at night time, the loss of more than 75% of our car parks is rather unreasonable and i kindly ask the council to reconsider placing the cycle lane in a way that disrupts our daily life so much, considering the cycle lane runs down innes road with drastically less loss of usable car parks i question its purpose altogether</p> <p>Thank you ever so much for taking the time to listen to my feedback</p>
27403	Kathleen	Bremner	Needs traffic calming - currently heavily used to cut between Innes & Westminster as does not have any stop / give away intersections like Severn, Massey. It is also wide and cars travel at high speeds as a result.	Thames Street				
27402	Paul	Daigneault	These are just dumb. The best way to deal with traffic is to move it on not slow it down & create obstacles.	All	None	As above, how many broken wheels damaged suspension or people falling off bikes will it take.	Can't comment	I won't bike on the cycleway - they are too slow, full of obstacles and dangerous. The road is safer.
27399	David	Fisher	Traffic calming doesn't seem to extend to Rutland Street. I anticipate increased traffic, with more people using it as a rat run. Will help reduce the speeds near the school	Rutland Street	Raised tables	Again reduced speed zone doesn't seem to apply to Rutland Street. A lot of school kids pass along this road from St Albans School & the Catholic School. Maybe a good idea to have it 30kmh like is proposed in neighbouring streets.		

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ID	First name	Last name	Comments on traffic calming	Street	Preferred option	Reduced speed zones	Bus stop relocations	Cycle connections
27397	Tony	Hallams	Please consider calming restrictions for Knowles Street between Papanui Road and Rutland Street. Greenway option if possible	All streets	Proposed	Entirely support the proposals. Please carry 40 km/h restriction to Knowles Street between Papanui Road & Rutland Street	Support the proposals	Support the proposals. Good to see cyclists excluded from Cranford Street carriageway as it has always been too dangerous for cyclists. Excellent transit route with Rutland and Colombo Street cycleway existing.
27382	Russell	Lory				The proposed measures seem sensible and balanced...	Very happy...	I have read the report Very happy...
27378	Nicola	Morton						I fully support the installation of cycle lanes along Edgeware Road as detailed in the proposed plans. My only concern is that they are to be painted only. Please consider the possibility of making these physically separated (like those along Colombo Street), as I am concerned the increased traffic due to the new motorway will compromise the safety of cyclists in the area overall.
27377	Neave	Ackroyd	There has been no traffic calming plans made for my street (Roosevelt Ave). Why not? we need to become a dead end or one way in only.	Roosevelt Ave	Dead end at Roosevelt and Westminster Street (or one-way turn in out only).	Make the cars go slower		More bike lanes on the roads. Keep cars off streets that kids live in, walk to school on, cycle on.
27375	Elliot	Ackroyd	Why is there no calming on Roosevelt Ave and there is on my friend's street Mersey Street? I want a dead end at Roosevelt and Westminster so I can play cricket on the street.					
27370	Jonathon	Chambers	I do not have any specific preference for traffic calming options; although the options that include the most planting/greening would be ideal.  In general I would simply like to say that I support the installment of traffic calming measures as an additional deterrent to limit an increase in traffic on the neighbourhood roads surrounding Cranford St.			I agree with the reduced speed zones. However, I would strongly encourage you to consider including Rutland St in the reduced speed zone, particularly around the Rutland reserve entrance. This is particularly related to this stretch of road being a drop off zone for both Paparoa St primary school and Rutland St Kindergarten. There are significant numbers of children of pre-school and primary school age walking, cycling, scooting and being dropped off in cars around this entrance and the adjacent length of Rutland St. There is no		

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						pedestrian crossing in the vicinity so most of these children need to cross Rutland street at some point along the street without the "protection" of a school operated pedestrian crossing. The danger is compounded by the sharp bend that Tomes Road makes as it becomes Rutland street creating a 'blind corner' where traffic and pedestrians cannot see around to anticipate each other. Ideally this area would be reduced to a 30km/h speed zone. This could be enforced around school pick-up and drop off hours; - for the kindy and school this is about 8am-9am and 2pm-3:30pm weekdays.		
27367	Nina	Strieker						
27365	Pete	Evans	Show me the data that proves traffic calming is necessary on these roads. You are forcing everyone to turn left & right at Innes/Cranford jnc. You are over engineering something that is not an issue - this will cause massive frustration to residents. This is Christchurch not central London			McFaddens & Jameson & Thomas & Severn, reduced speed zones not necessary on those streets. Most of them are extremely wide already. This means spending money on something that is not an issue. Show me the data for speed related vehicle / road user crashes on these roads	No Opinion	As long as they don't affect residents nearby who have to suffer the consequences of a poor design then it's fine by me.
27364	Cam	Brinsdon	NOTE: road tables, humps and chicanes just encourage people to retain their 4WDs, with the added bonus that cars usually give way to these bigger vehicles.	Knowles St (west side of Cranford St)	None, provided only left turn in option (off Cranford St.) is implemented as per proposal.	Excellent	Excellent	The extra cycling options are great, would like to see more cycle ways and infrastructure, and separated from the road as in the Papanui Parallel. The PP has encouraged me to get back on my bike (I'm 56) and leave our vehicles in the garage (will probably sell one if cycling and public transport keeps improving).
27363	Belinda	Williams	Zone 11 - Would prefer traffic calming as this road is extremely busy and people drive at 60 kmph down our street in the morning & after work	Edward Avenue	2/1 way chicanes	Zone 11 - I think this will help but there is no way to restrict it as people are already going more than the current speed limit. Need to prevent people doing burn outs and 360's on the corner of Cleveland and Edwards Ave. A lot of tyre marks for proof.		
27362	Sue	Cooke						
27361	Anna & Nick	Thomson						
27341	Bridget	Johnstone						

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27340	Deane	Rushbrook						
27338	Jude	Connochie						
27323	John	Atkinson	A very good way to mitigate the effects of extra traffic on Sherborne Street is to ensure that the 50 km/h speed limit is not exceeded. I suggest speed camera monitoring & strict enforcement	Sherborne	Speed cameras			
27322	Megan	Keats	The sections of road around St Albans park should be reduced speed. This park is used by young families, kids & dogs. The current scheme does not promote a safe green space. By providing reduced speed & a pedestrian crossing on Madras & Barbadoes between the Edgeware & Warrington St intersection it will promote St Albans park as a family friendly & safe space. We do not have much green space of this scale in the St Albans area	Madras St & Barbadoes St				Great to see cycleways surrounding St Albans park perimeter. Can we use landscape to encourage reduced speed? Stop the boy racers from speeding down Madras & Barbadoes. Do not encourage them
27321	Bruce	Street						I am concerned for the existing parking on Warrington St. Will the proposed cycle lanes impact on parking?  We operate a pre-school at 82 Warrington St and wouldn't want to lose parking spaces

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27293	Clive	Cook				<p>3. I like the idea of restricting traffic speed through Edgware "Village" although it is usually nigh on impossible to travel at more than 30kph through this area anyway.</p> <p>As a resident of Trafalgar St I would say that the current 30kph limit is only partially effective. A significant number of cars / motorcycles roar between the numerous road humps creating noise and potential speed hazards.</p> <p>However creating slow zones on numerous streets could lead to confusion; it is easy to miss signage when watching the back of any car in front. Narrower streets such as Bishop St &amp; Colombo St north of Bealey Ave are effective in slowing traffic most of the time.</p> <p>4. Forfar St currently is relatively busy. As a natural extension for Madras St and the onw way systems it is useful for accessing Mairehau and points beyond from the city using east Westminster St.</p> <p>If Forfar St is closed off that traffic will add to the congestion on Cranford St and to a certain extent Hills Rd.</p> <p>5. Park and Ride: The park &amp; ride system for hospital visiting post earthquake was generally loathed (that parking area is currently growing a fine crop of weeds). Who wants to wait on an area wide open to the wind and weather waiting for a bus when the convenience of a warm car is far more inviting</p> <p>6. We have now had a number of pamphlets outlining the Cranford St scheme; as far as I can ascertain none</p>		

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						<p>have addressed the issue of what happens when an increased volume of traffic hits Bealey Avenue. It make me wonder at the idiocy in selling the properties on Madras St in the 1980's previously purchased for an expressway in and out of the city.</p> <p>PS: On an unrelated matter but pertaining to traffic. The next time the Council is approached by "car enthusiasts" for permission to stage an event they should refuse on the grounds that:</p> <ol style="list-style-type: none"> <li>1. Petrol is a finite resource and should not be squandered on endless mindless circuits of the city.</li> <li>2. Their activity produces unnecessary volumes of greenhouse gases.</li> <li>3. They continue to create a public nuisance regarding noise and behaviour.</li> </ol> <p>I hope you find this food for thought</p>		
27278	Peter	Sturge						How many people actually use the Rutland Street cycleway. the serious cyclists still use the roadway as it is dangerous for them to speed on the cycleway.
27270	steve	truscott	during school pick up time at Mairehau primary on Mahars road from Innes Road all the way down to Mahars Park. Also due to rugby games at Christchurch Rugby club cars park up Mahars Road up to Erin crescent. A neighbourhood greenway will take away a lot of the parking space which is needed by community members. Raised tables and speed bumps will slow cars down but leave space to park.	Mahars rd	raised tables or speed bumps			

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27252	Penny	Paltridge	Thank-you for listening to the concerns of residents on Forfar Street and the surrounds and proposing Forfar Street to become a cul de sac. The road is currently dangerous as it's a cut through street, and being so straight cars tend to accelerate. Fully support the Council proposals to mitigate traffic increase on Forfar Street.	Forfar				
27251	Paul and Joanne	Garvey	The design has Francis Ave between Westminster and Warrington Streets as the main option to exiting via residential streets. This is a current safety issue as the existing street calming makes no difference in traffic speed or volume - even cars with trailers don't need to slow down. When there are cars parked it becomes a one lane street. Once the planned changes are made it would become a far more serious safety issue. At the very least the existing street calming needs to be improved with higher speed bumps - at best there needs to be a greater rethink of the street calming overall.	Francis Avenue	Better street calming			
27227	Chris	Broughton		Winton Street	Raised Tables			

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27213	Tom	Quin	No issues			No issues	Great	<p>Absolute bollocks to have dedicated cycle lane on Edgeware Road between Cranford/Sherborne and Hills Road. It is totally unnecessary.</p> <p>Please provide bike numbers down this stretch of road??</p> <p>You are happy to remove parking down Edgeware Road for a handful of Cyclists???</p> <p>You have not taken into account at all the amount of medium density housing where people park on the street due to no off street parking and yet you expect residents to park miles away from their residences due to a handful of cyclists.</p> <p>The dedicated cycle lane down the section of Edgeware Road noted above is not necessary and should be abolished. Until now there hasn't been a cycle lane and there has been no issue and that's how it needs to stay!!</p>
27131	Allan	Grant						
27110	Hayward	Osborn	As stated above, Madras Street/Forfar Street is a prime route for traffic from central areas of the city right through to Westminster Street and the Mairehau area and takes lots of traffic for this purpose. It is also important in the opposite direction. So Forfar should not be closed off at Warrington and calming not done so that traffic can flow freely.	Forfar Street north of Warrington.	Don't provide calming here.			
27096	John & Rachel	Bates						

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27093	Caitlin	Walker	Dover Street already has a huge amount of traffic coming down it. The road is too small for the fast speeds that people go. This needs a 30 km speed limit asap as it is currently very dangerous.	Dover Street	30 km or block			
27088	Richard	Parker						
27084	Paul	Stephenson	People already drive faster then 50	Sherborne St	40 kms	Sherborne St should be 40 kms after frustration of Bealey Ave & drives usually drive over 50 kms now - NOTE - Sherborne Street is a residential area, not a motorway, less traffic, Madras Street is wider already	ok	ok
26966	Diane	Mawhinney	I travel by car or bike down Westminster from my home in Parklands to my workplace at St Albans School. I have noticed a a large amount of traffic turns down Forfar from both directions - turning this into a cul de sac will force them to drive down quiet residential streets or turn the Cranford/Westminster St intersection into even more of a bottleneck. Also not everyone drives in and out of the city centre - a lot of us drive across the traffic to get to and from our workplaces so please consider us!					I am in favour of cycle lanes on Westminster. This is the most dangerous part of my cycle commute from Parklands to St Albans School. The sides of the road are in poor condition, especially on the south side of Westminster. The T intersection at Westminster and Hills Rd is also dangerous for cyclists turning right into Westminster. There needs to be a turning lane here and yellow lines on Hills Rd at the top of the T.
26959	Michelle	Sharpe				Don't support the speed restrictions.		
26945	Andy	Blain	More speed humps on Oxley ave			Pointless people won't reduce speed		
26850	Sarah	Helleur	Very good calming measures that are not easily flouted are needed to discourage rat-running. This is looks to the the best of the options offered.	Mersey Street	One-way chicane			
26827	m	cassidy						
26824	m	cassidy						
26823	Emily	Gilchrist		Mersey street	Raised tables			

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26811	Michal	Zlotkowski				The reduced speed zones are great for the smaller streets. However, the larger streets will definitely see an increase in traffic. Edgeware Rd will be one of the streets hit with an increase and it is very clear that it will have to be upgraded before this takes place. At present Edgeware Rd is very bumpy - especially east of Cranford Street, with dips, and bumps left like a bad hangover for the earthquakes. Even though the land has settled a lot since the quakes, every time a bus or truck go down Edgeware Rd we still feel the ground move at home, or when we're out on a walk down the street. It is plainly clear that the road needs to be made flat - it will improve noise levels and reduce the impact of increased traffic a lot. Having a good top-coat on the road that is smooth to minimise noise will make a big difference too. Would love to have road quality like that of Memorial Ave, which is also a residential road with heavy traffic use.		The cycle connections are fantastic - I can see that the upgrade for the Edgeware and Cranford St intersections will make it much safe for cyclists then the layout it follows at the moment.
26776	Vaughan	Thompson	Becoming a cul-de-sac may limit traffic volume - but with mersey st still having a feeding link from berwick, there may still be some cut throughs by east bound traffic.	Forfar St (North of warrington)	Raised tables			
26772	Michal	Zlotkowski	We got the 'have your say' booklet in our letterbox today regarding the northern corridor. I have questions regarding the upgrades listed on page 30, namely the intersections of Cranford St and the east part of Cornwall St and the intersection of Cranford St and Winton St.  In the booklet these intersections have a highlighted yellow bar across the entrance into Cornwall St and into Winton Street. These look like a potential speed bump or	Cornwall Street and Winton Street	Speed humps at Cranford Street intersection			

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			<p>raised tables in the highlighted areas. If they are, that would be brilliant because I have concerns about people using Cornwall and Winton Streets as a shortcut to bypass the traffic lights at the intersection of Cranford St and Edgeware Rd. Especially during peak traffic, rather than waiting in the long line of cars that tends to sit backed up at the Cranford and Edgeware Rd lights it would be most tempting to turn east into Cornwall or Winton Streets. Having a decent speed bump along the entrance into those Streets would be a great detractor.</p> <p>However, I have read through the booklet numerous times and do not see Cornwall or Winton Streets listed as areas for speed bumps or raised tables. So what do those highlighted marks on page 30 mean? There seems to be no explanation given in the booklet.</p> <p>Also, I see that a lot of the smaller roads have been marked for speed reduction to 40km "in order to reduce shortcutting." I can clearly say that this approach will not work very well. People use shortcutting to avoid traffic lights and having to slow their vehicles down to a crawl. Having to slow down to 40km is not a hindrance. Decent speed bumps and left-only turns, like the ones suggest for Canon St on page 29 of the booklet are much better deterrents. They are self-policing, community friendly, reduce the noise, reduce the speed of all vehicles, reduce accidents, and are cycle and pedestrian friendly. A lowered speed limit is not self-policing. It</p>					

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			<p>does not guarantee reduced speeds or safer conditions. To be frank, there will be no police cars sitting in the small side-streets of St Albans or Mairehau to make sure drivers keep to the new speed limits. A speed reduction policy will only work based on the good will of the drivers on the road. I can tell you that simply hoping car drivers will drive more slowly is not an effective way to manage traffic flow. Sure, some will adhere to it but there will still be a very large number of motorists driving as if nothing's changed. Speed bumps and left-only turns are the great equalisers - nobody can ignore them, avoid them, or afford to keep driving at their usual speed.</p> <p>In short, I am not against the speed reduction idea - but I would like to ask for Winton and Cornwall street to have speed bumps installed as per the highlighted areas on page 30 of the booklet as I believe these will work best in reducing shortcutting.</p> <p>From an idealistic point of view, if Winton and Cornwall Streets could be made to be left-turn only into Cranford St that would be heavenly. As a safety conscious person I know that turning right into Cranford St from Cornwall or Winton St is rather dangerous due to the business of the road and their close proximity to the intersection of Edgeware and Cranford St. Lots of cars speed up quite rapidly after going through the lights at that intersection, so trying to gauge how far away they are and how long it will take them to get up the road is rather tricky.</p>					

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			<p>With a possible 30% increase in traffic in that area, what seems tricky at the moment will become an outright hazard in the near future.</p> <p>I appreciate you taking the time to read my email and considering my suggestions. Me and my family have lived in this neighborhood for 10 years now and care about it a lot.</p>					
26755	Sam	Mason	A lot of people park on both sides of the street between Kensington Ave and Hills Road for weekend sport and to access the Hills Road/Westminster St businesses but for this part of Westminster you have removed parking on the north side all the way from Kensington to Hills Road but kept it between Kensington and Cranford. What is the logic behind not maintaining the on street parking on both sides of the road until Hills Road? I would welcome the chance to speak with the council about this.	Westminster Street				
26694	Mark	Smith	Please consider Nancy Avenue as we are plagued with car pulling off Innes road and flooring the accelerator. Jamieson Avenue already has a raised Table at the junction of Innes, please consider us.	Nancy / Innes and Nancy / Knowles	Raised tables and narrowing.	Nancy avenue and surrounds, very much in favour.		Loving the idea of a cycle lane all the Innes road. Please consider the parked cars around St Francis school though, as parked cars opening doors could be a hardware. Is there room for anything safer for cyclists?
26689	John	Creighton	<p>Narrow entrance to Thames and Innes road. Similar to Thames exit to Westminster.</p> <p>2 way chicane down widest part of Thames Street.</p>	Thames	2 way chicane. Tree planting. Berm widening. Anything to narrow the street.	I like the proposed restrictions.		
26688	Erika	Duggan				It is important to protect Rutland street for pedestrian, cyclists and maybe lime type scooters. Maybe 30km speed restriction and definitely past St. Albans Catholic school.		

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26686	Stefanie	Hossbach			traffic light on Philpotts Road/Innes Road			
26685	Jacob	Stanley	Please put calming on Westminster also.			I am all for speed reduction in the areas on the map particularly Westminster Street.  I do believe there should be traffic calming on Westminster Street also as to keep traffic on main roads like Innes.		
26681	Euan	Gutteridge				Opposed to all 40kmh restrictions - this is overkill and unnecessary, especially on Westminster St which is a collector road.	Why is the Innes Rd stop getting moved? This makes no sense.	These should not be given any priority. Primarily this project should be about ensuring traffic flows freely between the CNC project and the CBD.
26674	Jacinta	Paterson						
26672	Trevor	Taylor				Should be 60kmh all the way to Bealey Ave to keep the traffic moving.		Not needed. No cyclist in their right mind will be biking down the motorway. We don't need to waste huge sums of money for very small number who might cycle this way. Best to try to get them to go on public transport.
26670	Ariel	White	I support 40kph for all streets south of Warrington Street to Bealey Ave, except for Madras Street and Barbadoes Street.		Sherborne Street - between Warrington Street and Bealey Avenue.	Please reduce speed on Sherborne Street to 40kph and direct traffic to use Madras and Barbadoes streets via Warrington Street.		It is good to see more cycling lanes being added. I think parking buildings off the Northern Corridor, with public transport and cycling lanes, would be the best solution, with all streets speed limits reduced to 40kph. Let's make it inconvenient to use cars, and more convenient to use these cleaner and quieter forms of transport. This will be good for our communities locally, and for the environment which is already in a bad state globally.

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26650	Laura	ODonnell		Barbadoes Street		Our street is not subject to a reduced speed zone and I believe it should be, it is a dangerous street as it is with people speeding at all times of the day and night. A reduced speed zone would help with this. I have 4 young children and it's dangerous as it is without the extra traffic speeding along at 60km+.		You don't need cycle lanes on both Cranford, Colombo and Barbadoes what a waste of money! I am not happy that as a result of this it is likely that the only parking my family has outside our house (we have no off street parking) will be gone. I have 4 young children and I can only imagine the stress of trying to get 4 kids to walk half a km up the road to our home and if it rains will only be worse. I'm also concerned that our neighbours that are businesses will lose their parking for customers also.