

# Meeting the objectives - Options A and B

| Objective   | Option A (pre-consultation)  | Option A (post-consultation)   | Option B (pre-consultation)   | Option B (post-consultation)   |
|---|--|--|---|--|
| Achieve reliable travel times for bus passengers. | Improved traffic flow would be achieved through reduced side friction from parked and other forms of friction which slows vehicle speeds | Improved traffic flow would be achieved through reduced side friction from parked and other forms of friction which slows vehicle speeds | Improved eastbound bus journey reliability times in peak hours. Westbound bus journey time could benefit with reduced side friction easing traffic flow. However right turning vehicles into Rimu Street will hold up westbound bus movements as no space to wait clear of traffic. | Improved eastbound bus journey reliability times at all times. Westbound bus journey time could benefit with reduced side friction easing traffic flow. However right turning vehicles into Rimu Street will hold up westbound bus movements as no space to wait clear of traffic. |
| Improve access and safety for pedestrians         | In addition to the signalised crossings pedestrians can use the median to undertake informal crossings along the street.                 | In addition to the signalised crossings pedestrians can use the median to undertake informal crossings along the street.                 | Away from the signalised crossings pedestrians have to cross in one stage as there is limited room in the carriageway to pause.   | Away from the signalised crossings pedestrians have to cross in one stage as there is limited room in the carriageway to pause. Removal of on-street parking and with limited room for traffic calming eastbound speeds may increase affecting cycle safety and pedestrian amenity |

# Meeting the objectives - Options A and B

| Objective   | Option A (pre-consultation)  | Option A (post-consultation)   | Option B (pre-consultation)   | Option B (post-consultation)  |
|---|--|--|---|---|
| Strengthen the character, vibrancy and sense of place at key nodes. | The tree lined median would strengthen the character of the shopping centre providing a point of difference to other strip shopping areas in Christchurch. | The tree lined median including columns for promotional banners would strengthen the character of the shopping centre providing a point of difference to other strip shopping areas in Christchurch. | Partial as trees will be provided on the southern side of the carriageway in the widened footpath.  | Partial as trees will be provided on the southern side of the carriageway in the widened footpath.  |
| Reflect the local cycle route status of Riccarton Road.             | Yes cycle lanes provided on both sides.<br>Consistent provision of cycle facilities.<br>Cycle parking to be provided.                                      | Yes cycle lanes provided on both sides.<br>Consistent provision of cycle facilities.<br>Cycle parking to be provided.  | No dedicated cycle lane (northern side), but residual benefits from peak hour bus lanes and increased room outside of peak time on the northern side. Cycle lane on southern side.<br>Cycle parking to be provided. | No dedicated cycle lane (northern side), but residual benefits from peak hour bus lanes and increased room outside of peak time on the northern side. Cycle lane on southern side. Potential for higher speeds with two eastbound lanes.<br>Cycle parking to be provided. |
| Improve wayfinding and signage (parking)                            | To be included at detailed design.   | To be included at detailed design.   | To be included at detailed design.  | To be included at detailed design.  |