

	Riccarton Road Bus Priority Consultation Clarence - Deans comments	
	Clarence - Deans support comments -	
	Support for proposal	
1, 2,3,4,5,6,7, 10, 14, 16, 17, 18, 19, 20, 21, 22, 23, 26, 28, 29, 30, 32, 36, 37,38,39 45, 47, 54, 57, 58, 59, 64, 65, 66, 67, 70, 71, 75, 76, 78, 79, 80, 82, 83, 84, 89 90, 91, 92, 94, 95, 97, 99, 100, 104 106,108, 109, 112, 115, 120, 121, 125, 129, 130, 132, 136, 138, 140, 141, 145, 151, 154, 165, 167, 169, 170, 173, 175, 178, 179, 183, 184, 186, 187, 197, 199, 201, 202, 206, 208, 213, 214, 216, 217, 220, 225, 232	Fully support public and active transport. No problem with proposal. It's about Time! Well overdue. Excellent proposal. This will improve traffic flow. This seems a good proposal. A good balance between public transport and other users. It is excellent. All good. The inefficiency of the current roundabout drives me spare! I welcome this change! Will improve traffic. A much safer and attractive alternative. Overall anyway to help traffic move more smoothly is a great idea. Great to have a bus lane. It is a much needed development. It is way overdue! The association accepts the need to improve this stretch. It will help speed buses along Riccarton Road in both directions. Supports bus and cycle lanes, Totally agree. Good planning will help with the problems in this area. Bus lanes should be full time. Generally this proposal seems a good idea.	
	Additional support comments	
64	I support the plan with the highest priority placed on bus priority lanes - Riccarton Road is a nightmare for us on the bus.	
23	Fully support this proposal. The signalised intersection and approach treatments will significantly enhance safety for all road users and enhance travel times and bus reliability. I am a regular user of this intersection as a motorist, cyclist and runner using Hagley Park. I often see young children struggling to cross between North and South Hagley Park at this location. The crossing facility will greatly enhance the safety of this.	
112	This is a good look at the problems along Riccarton Road for years I have been saying we should have bus lanes on both sides of Riccarton Road. The times are okay and do not take any parking off shoppers saying the shops will lose business customers shops do not open till 9am and in peak hours we need to get fast buses to our destination the second largest city in NZ and we have not got bus lanes to travel in.	
47, 125 129, 170, 184	Should hopefully improve the safety of all road users. Essential for safety, Will improve safety. The present setup is very dangerous for pedestrians and mobility scooter users.	
	Need more to make it work	
64	Please don't water down this option and indeed enhance it by any means possible, including extending the busway to weekend peak times when Riccarton Road also gets very congested.	It is not proposed at this time to extend the operating hours to include weekends. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
141	For Riccarton/Straven, Bus lanes should be extended all the way to signals and cycle lanes should definitely be added.	Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.
138	I'd be very pleased to see the (Option A) proposal go all the way, especially as traffic would be moving faster along the initial stretch from the Deans Avenue roundabout west, making cycling more dangerous. At present the slow movement is ironically safer for pedestrians and cyclists on that stretch of Riccarton Road.	It is not proposed to extend the Central Riccarton section further to the east as there is insufficient room in the road corridor to allow for the bus lanes needed for journey time reliability and a tree lined median.
	Traffic management - roading layout	
129,167	Full support right phase turns at Riccarton /Clarence	
	Pedestrians	

18	Agree with shifting pedestrian crossing to railway line - this will greatly improve safety as it is a major pedestrian crossing point.	
	Parking	
57	If you can't widen the road then this is as good a compromise as you will get. The more car parks that are removed the better. My friend who lives in Brisbane noted that many people use public transport there because parking is prohibitively expensive.	
99.100.104	We support the removal of many on-street carparks along Riccarton Road as this will encourage people to use public transport over driving. I support ECan and the Council's decision to upgrade Riccarton Road and improve public transport, as doing so will help reduce New Zealand's carbon emissions. All cities need to drastically improve public and active transport, in order to reduce NZ's emissions to zero by 2050. Christchurch has a unique opportunity to set a good example to the rest of the country.	
64?	I would also ask that you please enforce the bus lanes very very strongly through towing infringing cars away immediately - it will take some tenacity on the Council's part to do this and get the word out that there is no tolerance so please prepare for this.	The project team will discuss this with the Enforcement Unit at Council.
90, 91	Remove all on road car parks to make more consistent cycle lanes	Outside of bus hour operation there will be room for cyclists to travel between the parking line and the edge line of the bus lane. This will equate to 2.2 metres, which is wider than on-road cycle lanes.
115	Remove all parking to give full priority to buses.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
17	Please remove car parking from Riccarton Road between Mandeville Street and Clarence Streets and turn the car parking area into cycle lanes. There needs to be cycle parking outside Riccarton Mall on Riccarton Road and by the mall doors in Rotherham Street.	On-road cycle lanes are provided for cyclists travelling east on this section of Riccarton Road. Westbound cyclists will need to share the bus lane as there is insufficient room to provide a dedicated on-road cycle lane. Cycle parking will be provided for in the detailed design stage.
38,39	Reduce car parking spaces	
92	Also the bus lane should start at 2.30pm, so ensure that it is clear by 3pm	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
10	Side street parking adjacent to Riccarton Road should be limited to at least 2 hrs. These parks near Riccarton Road are desperately needed for short term parking 1hr or 2 hrs.	Kauri, Rimu, Division and Rotherham are time restricted. Outside of Central Riccarton, Picton Avenue has some time restricted parks on the side street, but there are no restrictions on: <ul style="list-style-type: none"> • Harakeke • Mandeville • Mona Vale Ave • Bartlett Street (although P30 proposed during bus lane times) • Darvel Street It is not proposed at this time to introduce time restrictions on these streets at this time. This can be monitored post-implementation.
23	All adjacent land uses have their own off-street parking where you propose to remove it.	
	North Hagley Park	
94	It's good to see the informal parking being removed from Hagley Park. This cannot currently be good for the trees there.	
	Cycles	
3	Support cycleway into Hagley Park north side as well used.	
7	I regularly cycle around this roundabout and it is one of the more intimidating around the city. Car movements are erratic and hard to predict as everyone is trying to get in a gap.	
14	Lights replacing the roundabout will be great. I bike in the summer and have given up trying to cross from north park to the south as it is too dangerous. (I detour past the hospital to get to Addington).	
140	This is another scary bit of road that I only venture onto on my bike when I have no other option. There is not much room for a wobble between the parked cars and the busy traffic, especially when a truck passes. The car parks need to be removed from the road to create a sense of safety. I am always in trepidation of those car doors opening and knocking off my bike. When I bike to the University I use the Mandeville Street or Brockworth Road cycleways across the railway line to link into	On-road marked cycle lanes are to be 1.8 metres wide and when the bus lane is not in operation there is a wider space for cycling between the traffic lane and the parked cars. There are further changes proposed for cyclists in the area with the introduction

	South Hagley Park. Clear signage is needed on Riccarton Road so people can find this route.	of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on these routes when the cycleways are delivered.
169	Nice to see the lights by the railway line for cyclists.	
	Support for lights to replace roundabout at Deans/Riccarton	
14, 17, 22, 23, 26, 28, 29, 30, 54, 65,67, 71,75,80, 89, 90, 91, 94, 95, 97,106, 109, 112, 120, 121, 125, 145, 154, 169, 173, 175, 178, 186, 192, 197, 199, 201, 206, 214, 216, 217, 225, 332	Way overdue. It will improve things 100%. Finally a stop light. Will help pedestrians. YAHOO!! Great idea. Very good improvement. Lights replacing the roundabout will be great.	
17	Deans Avenue roundabout needs to be replaced by traffic lights and there need to be pedestrian and cycle crossings made available with the installation of traffic lights.	
4, 26112, 214 130,216,217	This will help all buses travelling through Riccarton eg Burnside 120. Traffic lights are much better at dealing with heavy traffic flows than roundabouts, so the proposed replacement of the Deans Avenue roundabout should help significantly. Will help buses. Will help bus travel times. There is a requirement for a better flow of buses from Riccarton Avenue to Riccarton Road during afternoon and evening. Traffic lights a very good improvement. Traffic signals necessary at Deans/Riccarton Road. Present roundabout is totally blocked at peak times. Long overdue. Hope the bus lanes will enable buses thru at peak times - Buses I travel on in off peak at nearly empty!	
125, 145,167,169,220	Essential for safety and better bus movement, safer for pedestrians and cyclists. Safer for cyclists. Safer for everyone. Any changes made to increase cycle safety with buses and cars are a plus.	
	Pedestrians	
173	The change of the Deans Ave roundabout to traffic lights appears to be a sound proposal. The change of signals to allow right turn filters off Riccarton Road at the Clarence Street intersection is long overdue and will improve things measurably for all vehicles at this intersection.	
199	This would be great. I would be able to walk to the park and visit shops and increase the business they do! Along the way. Currently I don't do this because the lack of pedestrian crossings makes it very difficult to cross from Riccarton Road to the park.	
	Clarence Deans Suggestions	
	Intersection	
17	Buses should have priority and should have transponders to keep the lights green if they are approaching a traffic light which is about to turn orange	Buses will receive a bus light when travelling westbound on Riccarton Avenue to Riccarton Road so they can advance in front of the through traffic. There will also be a bus light on the approach to the Clarence/Straven intersection.
5	Long term would like bus priority on Riccarton Road to Church Corner and through vehicles pushed on to Blenheim and Fendalton Roads.	There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is identified as a core Public Transport corridor.
26	On Riccarton Road between Deans Avenue and Clarence Street, the road layout is barely changed. This seems like a missed opportunity to make this busy stretch of road safer for cyclists.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are

		delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
20, 59, 132	Bus lanes are vital. Makes sense to have them 24/7 and eliminate all parking. Drivers will know what is expected and policing of non-peak times should fall away. Make the bus priority lanes operational from 7am to 7pm seven days a week and not allow any parking on the bus lanes between 9am and 3pm.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
115	Bus lanes all the way through no parking will make life easier	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
187	My primary concern is that there is often congestion in Riccarton even at off-peak hours, allowing carparking in the bus lane during these hours is counter-productive. As well, experience with existing Christchurch bus lanes suggests that this type of lane is frequently blocked by cars that parked legally during off-peak but were not moved in time for peak.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
69	<p>The westbound direction looks good, eastbound not so much. Unless you ban right turn traffic into Picton Avenue, you are going to get traffic hold ups to eastbound traffic. Unless you remove the two car parks opposite so that traffic can pass on the inside and perhaps alter the kerb immediately after.</p> <p>I don't understand why an eastbound peak hour bus lane can't exist as it does westbound. The road should be for the efficient movement of traffic and then look at parking. From looking at the drawings alone I REALLY am confused why this isn't happening. I would have thought an eastbound bus lane through section 11 was crucial to attracting city commuters to switch mode. If you can provide them with an incentive to not drive into town in the morning, then you have them travelling back home by bus by default. If the morning commute isn't attractive they will take car and not use a bus in the afternoon. As the city Centre comes back to life I would have thought this was key. They aren't going to drive in the morning then bus home. Be bold if you are going to so much effort to improve things and encourage modal shift.</p>	It is not proposed at this time to extend the length of bus lane for Central City bound buses as yet. The traffic modelling undertaken for the project shows that queues generally form from the railway line when travelling into Central City. The length of bus lane will be monitored and reviewed.
151	<p>There needs to be more sections of bus lanes heading east from the Straven Road intersection to the railway line- there is plenty of off-street parking on the side streets to remove some parking, or at the very least, have some peak hour bus lanes, so nearby residents can still park there over the weekends etc.</p> <p>Believes that the westbound bus lane from the Deans Ave intersection to the railway line should be operational At All Times. This is because this section can get traffic at any time due to the railway crossing- when a train comes through, all traffic stops, including the buses, so bus lanes should be operational At All Times to keep buses to their timetable throughout the day.</p> <p>Also, it's unclear whether the westbound bus lane leading up to the Deans Ave intersection is operational At All Times or only at peak. If the latter, please make it At All Times, as this intersection will be prone to traffic, and buses will need to get to the front.</p> <p>Finally, to improve the cycle facilities at the Straven/Riccarton intersection please include kerbs and/or separator posts on Straven Road leading up to the intersection to separate cyclists on the approach to this busy intersection.</p>	<p>It is not proposed at this time to extend the length of bus lane for Central City bound buses as yet. The traffic modelling undertaken for the project shows that queues generally form from the railway line when travelling into Central City. The length of bus lane will be monitored and reviewed.</p> <p>The only sections of 24 hour bus lanes are on the westbound approach to the Clarence/Straven intersection and both the westbound and eastbound approaches to the Deans/Riccarton intersection.</p>
187	Eastbound bus lane should be in place right up until the intersection. Two general traffic straight-through lanes are surely not required given that there is only one general traffic lane feeding into the intersection.	It is proposed to provide a bus lane to the stop line for eastbound buses, and through traffic will be restricted to one through lane.
159, 160,188	Bus lanes should be extended all the way to signals. Extend the bus lane right to the Deans Avenue intersection, so that buses don't need to merge with through traffic at the intersection.	<p>It is proposed to provide a bus lane to the stop line for eastbound buses, and through traffic will be restricted to one through lane.</p> <p>Westbound buses will not need to merge with general traffic to travel westbound as they can use the kerbside lane. Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane</p>

		to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines.
175	Need bike lane on south side as well - bus lanes can act as a cycle lane as well depending on the situation. Peak hour bus lanes need to be more continuous on both sides of the road	<p>Continuous bus lanes are proposed in the scheme for journey time reliability as buses then do not have to merge with general traffic. There is insufficient room on the south side to provide a dedicated cycle lane. Westbound cyclists will need to share the bus lane during bus lane operational hours. Outside of the peaks there will be space between parked cars and the edge line of the bus lane to cycle in.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
212	Traffic would still be congested if the proposal was not extended.	The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. The objective of the project is to improve journey time reliability for buses. General traffic should use Blenheim Road and Fendalton Road which are designated vehicle routes in the Christchurch Transport Strategic Plan.
225	Clarence Street to Deans Avenue: It is critical to ensure that bus lanes as continuous, as shown in these proposals and do not stop and start along the corridor. Compromises made on previous bus priority routed seriously undermine the effectiveness of these measures as buses are delayed when they have to pull back into the general traffic lane. We strongly encourage the Council to avoid further compromises as this reduces the return on this significant investment.	Continuous bus lanes are proposed in the scheme for journey time reliability as buses then do not have to merge with general traffic. On-site observations and survey data show that queuing occurs on Riccarton Road at times back to the roundabout. A bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue.
213	Priority for bus lanes	
	Bus passenger facilities	
129	Bus stops closer to bus shelters. Provide shelters where none exists.	There are no changes to shelters in this section of the project. The bus stop at the church is being moved closer to the shelter.
130	Prohibit smoking at bus shelters throughout the city.	The Infrastructure, Transport and Environment Committee recently considered a report on extend the Council's Smokefree Public Places Policy to include bus passenger shelters in Christchurch by way of voluntary smoking ban. The Committee agreed to place Smokefree signage at every bus passenger shelter in the city.
	Cyclists and pedestrians	
65	Safer for cyclists going left and straight from Riccarton Road, but makes it more difficult when turning right onto Deans Avenue as there will be more lanes of traffic to cross. I try to avoid the roundabout at the moment, so do think traffic lights will make it easier for cyclists/pedestrians in general. There should be sufficient turning filters on the lights for cars though. I do wonder if Deans Avenue will get more congested with lights compared to a roundabout.	<p>Cyclists are encouraged to use the pathways in Hagley Park than to travel on Deans Avenue. There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street intersection and at the Deans/Harper/Fendalton intersection. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p> <p>The Deans Avenue approaches to the intersection are likely to get busier in future as An Accessible City is delivered which looks to reduce through traffic in Central</p>

		City.
69	At the Deans Avenue roundabout, where are the westbound cyclists on Riccarton Road supposed to go. It seems they are being squeezed out in the 50m to the limit line.	Cyclists travelling westbound from Riccarton Avenue to Riccarton Road can continue to use the bus lane and unmarked kerbside lane. An advanced cycle box will be added to the front of this lane.
90,91	Priority cycle areas at the front at light crossings please	An advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue. An advanced stop line is provided on Riccarton Road for eastbound cyclists.
94	<p>The Deans/Riccarton intersection is hugely unfriendly to cycles and pedestrians today. Hopefully a signalized crossing will improve this, but areas where traffic lanes cross over the cycle lanes are inherently dangerous. Better designs exist. Shared bus/cycle lanes are terrible for most cyclists as buses travel much faster than bicycles and tend to drive right up behind the cyclist, pressuring the cyclist into moving over.</p> <p>Placing the cycle lane between parking and the traffic lane leaves cyclists with the choice between hitting a suddenly opened car door, or swerving into the path of a car in the traffic lane. Better to place the cycle lane on the footpath side of the parking.</p>	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>Westbound cyclists will need to share the bus lane during bus lane operational hours. Outside of the peaks there will be space between parked cars and the edge line of the bus lane to cycle in. Eastbound cyclists are provided with an on-road cycle lane from Straven Road to the Railway line where it becomes a combined bus and cycle lane.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
121	At the proposed roundabout there will be less priority for pedestrians...'We recommend that there are no slip lanes and that the road crossings are able to be completed in a single phase. There are examples in Christchurch on busy roads where the slip lanes are dangerous to pedestrians and the vehicles park on the slip lane in queues. Bligh's Road/Papanui is a prime example. During peak times the vehicles on the green light are held back by the left turning traffic pulling into the slight gap left so green light traffic do not wait across the intersection. This affects pedestrians and cyclists. It is impossible to judge a safe time to cross with the volume of traffic and ambient noise. This is a new installation and a great opportunity to get the right design to ensure equal access for everyone. A left turn arrow could be introduced for a phase. Prioritising vehicles will not encourage vehicles to use other road i.e. Blenheim Road.'	<p>Due to the width of the road corridor there is insufficient room to provide a left turn lane that can hold the traffic demands on a red arrow to provide full pedestrian and cycle protection. This would create queueing traffic in the through lanes which not only reduces the capacity of the lane but also introduces safety issues.</p> <p>The left turn slip lane allows traffic to pass through when there are gaps in traffic. This is not the same as Papanui/Blighs where gap acceptance is reduced because of the queues that form on Papanui Road, and Blighs Road traffic queue to ensure they can get a place in the traffic on Papanui Road. The Riccarton Avenue exit will not be blocked by queueing traffic. If the Riccarton Avenue crossing was one direct crossing, the crossing over Deans Avenue (north) would be considerable in length for pedestrians to cross (6 lanes of traffic). The crossing is to be on a raised platform to slow vehicles on the approach to the crossing and the crossing is wide to cater for demands.</p>
130	There should be cycle paths on both sides without interruptions and more middle sections for safer pedestrian crossing (and nice ones; let the urban designers do them not the traffic engineers!)	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway, which will run parallel to Riccarton Road, and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered.</p> <p>There is limited room for additional pedestrian crossing points in this section of</p>

		Riccarton Road, but there are now controlled crossings at the intersection with Deans Avenue and at the railway line. There are also controlled crossing facilities at the Straven Road intersection. The mid-block island will be retained at the Mandeville Street intersection.
82	Yes it (the cycle lane) should be extended to Deans Ave. This will provide a safe route between Riccarton Mall and the park.	From the railway crossing to Deans Avenue cyclists will need to share the bus lane. There is an advanced stop line for cyclists on Riccarton Road at the intersection with Deans Avenue.
174	In the proposal, there doesn't appear to be bus- or cycle lanes at the intersections in both directions. Should make sure this is the case and prioritise this traffic.	<p>There is a cycle lane on the Riccarton Road approach to the intersection with an advanced stop line for cyclists. An advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue.</p> <p>On Riccarton Avenue, cyclists can use the bus lane/unmarked kerbside lane to travel west to Riccarton Road. Kerbside lanes that allow buses and cycles to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>Cyclists are encouraged to use the pathways in Hagley Park than to travel on Deans Avenue. There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street intersection and at the Deans/Harper/Fendalton intersection. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p>
175	Could also include 'little green cycle lane boxes at Dean's Riccarton (theres one in the plan on the Riccarton Ave side) at the north and south sides - make it easier for cycles to right turn - otherwise difficult	<p>An advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue. No hook turns are proposed at Deans/Riccarton. Cyclists are encouraged to use pathways in Hagley Park for north-south travel parallel to Deans Avenue.</p> <p>There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street intersection and at the Deans/Harper/Fendalton intersection. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p>
178 Living Streets	While the plans show left-turn slip lanes with zebra crossings for pedestrians we are not convinced that this will not provide enough of a safety measure for vulnerable pedestrians and request that slip ways are not added.	<p>Due to the width of the road corridor there is insufficient room to provide a left turn lane that can hold the traffic demands on a red arrow to provide full pedestrian and cycle protection. This would create queueing traffic in the through lanes which not only reduces the capacity of the lane but also introduces safety issues.</p> <p>The left turn slip lane allows traffic to pass through when there are gaps in traffic. This is not the same as Papanui/Blighs where gap acceptance is reduced because of the queues that form on Papanui Road, and Blighs Road traffic queue to ensure they can get a place in the traffic on Papanui Road. The Riccarton Avenue exit will not be blocked by queueing traffic. If the Riccarton Avenue crossing was one direct crossing, the crossing over Deans Avenue (north) would be considerable in length for pedestrians to cross (6 lanes of traffic). The crossing is to be on a raised platform to slow vehicles on the approach to the crossing and the crossing is wide to cater for demands.</p>
181	Deans Avenue, lights need to allow for cyclists to cross from Hagley Park North to Riccarton Road directly.	There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street

		<p>intersection and at the Deans/Harper/Fendalton intersection for cyclists to cross Deans Avenue. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p> <p>A single direct crossing would create delays at the intersection for all other users.</p>
153	Install wayfaring signs for cyclists on Riccarton Road at Harakeke Street and Mona Vale Avenue indicating direction to the Uni Cycle Major Cycleway (Once the Northern Line Major Cycleway is installed put wayfaring signs there instead of at Mona Vale Ave).	There will be major cycleway signage introduced on the routes when the cycleways are delivered.
153	<p>Pedestrian comfort at Mona Vale Ave needs to be considered, as there is no marked crossing or refuge indicated in the proposal so far. What about people crossing the Avenue on their way to and from the signalised crossing west of the railway line, for example? I suggest installing a refuge. Consider the same for Bartlett Street and Darvel Street too.</p> <p>Install pedestrian refuges in the middle of Riccarton Road at the Bartlett St/Darvel St bus stops. Think of the pedestrian desire lines here. People are not going to be keen to walk all the way to the proposed signalised crossing west of the railway line; they are going to cross to and from the bus stops and the hospitality and retail premises on either side of Riccarton Road as directly as they can. Make it safer for them to do so by putting refuges in. If it is necessary to create extra space in the carriageway to comfortably fit them in then narrow the width of the footpath on either side of this section of the road a bit to do so</p>	<p>There would be no room to install an island on Mona Vale Avenue without reducing the exit to a one-lane exit. Darvel Street and Bartlett Street are local streets and pedestrians should be able to cross these comfortably. During peak times there will be no parking on Riccarton Road so visibility should be improved for pedestrians crossing.</p> <p>There is no room in the carriageway to install pedestrian refuges. Widening the carriageway by reducing footpath widths could be will add considerable cost to the project. It is proposed to monitor following implementation.</p>
	Straven/Clarence Riccarton intersection	
	To improve the cycle facilities at the Straven/Riccarton intersection, please include kerbs and/or separator posts on Straven Road leading up to the intersection to separate cyclists on the approach to this busy intersection.	It is not proposed as part of this project to make changes to the Straven Road or Clarence Street approaches to this intersection.
	Road layout and traffic management	
72	Make it four lanes - the proposal you have suggested won't work	<p>It is not proposed to 4-lane Riccarton Road for general traffic.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The objective of the project is to improve journey time reliability for buses on Riccarton Road. General traffic should use Blenheim Road and Fendalton Road which are designated vehicle routes in the Christchurch Transport Strategic Plan.</p>
74	There needs to be clear marking on the road at intersection of Riccarton Road and Mandeville St where traffic is turning right into east bound lane. No clear marking as to where you merge with east bound traffic	A right turn bay is provided on Riccarton Road for Mandeville Street traffic. Drivers turning right from Mandeville Street will need to adhere to the standard give-way rules.
167	Would like to see junction of Picton Avenue/Riccarton Road opened up. Cars stop in bad positions and often do not allow others to turn right/left beside them.	Picton Avenue is a local road. There is one shared exit lane to use.
79	Through traffic signals for buses (rather than priority timing of the regular signals) should be introduced throughout the intersections.	There are bus lights provided in the scheme at Deans/Riccarton and Clarence/Straven. Bus lanes are needed on the approaches and departures to support the bus lights as the buses need to be able to get to the stop lines.
84	It will work well with option B. It needs bus lanes that do not taper at intersections. I feel a turning car will block the bus lane as it tries to turn.	Kerbisde lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines.
74	Remove right hand turns into Riccarton Road from all side streets to improve flow along Riccarton Road	It is not proposed at this stage to restrict turning movements into side roads from Riccarton Road.
118	Will five lanes just encourage more traffic?	The objective of the project is to improve journey time reliability for buses on Riccarton Road. The additional lanes are for bus use and cycle use only and will be resolved for this use only. At intersections the additional lanes are for specific turning movements.

		General traffic should use Blenheim Road and Fendalton Road which are designated vehicle routes in the Christchurch Transport Strategic Plan.
120	The proposed lights on Deans Ave should help to improve traffic flow as long as any right turning traffic has designated arrows, a repeat of the Straven / Kilmarnock Street intersection should be avoided.	Yes there will be right turn green arrows at Deans/Riccarton for the Riccarton Road and Riccarton Avenue approaches.
126, 137, 139, 147,148, 152, 185	For Deans/Riccarton it is proposed to have 2 straight-ahead lanes on Riccarton Road. This will simply encourage car use along the road at the expense of buses. One of the straight through lanes should be a dedicated bus lane and have a bus priority phase in the light signals.	It is proposed to provide a bus lane to the stop line for eastbound buses, and through traffic will be restricted to one through lane.
98, 99,100, 102, 104, 110,111,126, 134, 137, 139, 147, 148, 152, 185	If Riccarton Road really is a priority public transport route, why do the Riccarton/Straven and Riccarton/Deans intersections still dedicate 3 out of 4 lanes to private vehicles? For Riccarton/Straven, Bus lanes should be extended all the way to signals or, in the very least, cycle lanes should be added, even if this means removing a turning lane.	Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows. The two right turn lanes from Riccarton Avenue into Deans Avenue are to provide for the demands from Central City (Riccarton Avenue is a distributor street which feed into and out of the one-way pair in the south of Central City) and to discourage the use of Riccarton Road. Fendalton Road is highlighted as a vehicle route in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is identified as a core Public Transport route. Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can also proceed ahead from the kerbside lane.
186	Support lights WITH THE PROVISION that there is sufficient time to permit more than one or two vehicles to turn-right. i.e. not to be like the Matipo/Blenheim Road intersection where turning right from Matipo Street heading west on Blenheim Road can and has taken 4 changes of lights before being able to actually make the turn. It would probably also be prudent to install a motion or weight detector so that should there be only one or two vehicles travelling in east-west, north-south or both in the same direction that the lights can change at a quicker rate. It can be frustrating being the only vehicle at an intersection waiting for lights to change so as to progress through - and especially as this is the direct access to the hospital from the west.	Right turn arrows are being proposed at the Deans/Riccarton and at Clarence/Straven intersections.
146	Leave the roundabout as it is on Deans Ave. Roundabouts are 20% more efficient especially when traffic is light and they give right turning traffic a chance to turn. However try having traffic light on the entry points to be used when traffic is heavy. This could limit the volume on the roundabout at peak times.	The change to traffic signals allows for bus priority for eastbound and westbound buses, cope with current and future traffic volumes, reduce the number of failing to give-way crashes and improve crossing opportunities for pedestrians and cyclists.
	Streetscape Clarence Deans	
130	The street tree strategy should be re-considered. Why not having street trees on both sides while reducing parking and slightly widening pavements? Riccarton Rd could get this Boulevard atmosphere we love so much about many European streets. Be a lot more bold!!	New trees are proposed for this section of Riccarton Road where underground service locations permit. It is not proposed to alter kerb alignments radically through this section as there is insufficient budget for this.
200	Deans Ave through to Clarence Street should be changed and look like option 1, with the trees running down the middle of the street, cycle lanes etc so that Hagley Park flows through	There is insufficient room in the road corridor to allow for the bus lanes needed for journey time reliability and a tree lined median.
222	This intersection is very unattractive - it looks somewhat better in the artist's impression but could you put some trees on an island in the middle of it to soften it & do something with the vacant plot of land on the left hand side as you drive to Hagley.	There is insufficient room in the road corridor to allow for the bus lanes needed for journey time reliability and a tree lined median. The vacant plot of land is in private ownership.
230 CDHB	Clarence to Deans Supports lanes for all vehicle turning manoeuvres - proposed road layout is easy to understand but cycle turning unclear and confusing. Include cycle hook boxes in all directions Careful consideration should be given to the the design of cycle approaches to minimise risk of collisions	An advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue. No hook turns are proposed at Deans/Riccarton. Cyclists are encouraged to use pathways in Hagley Park for north-south travel parallel to Deans Avenue.

	<p>Incorporate pedestrian approaches with ped crossing infrastructure (see hospital corner)</p> <p>Provide consistent permanent bus lanes</p> <p>Bus stop improvements</p> <ul style="list-style-type: none"> - -must incorporate universal design and be accessible for all including sight, hearing and mobility impaired - Need to smoke free and signed as such <p>Cycle and pedestrian facilities - concern about the safety of on-road cycle lanes along a very busy core bus route</p>	<p>The Infrastructure, Transport and Environment Committee recently considered a report on extend the Council's Smokefree Public Places Policy to include bus passenger shelters in Christchurch by way of voluntary smoking ban. The Committee agreed to place Smokefree signage at every bus passenger shelter in the city.</p> <p>There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street intersection and at the Deans/Harper/Fendalton intersection. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed. There are no changes to bus shelters in this section.</p>
202	<p>Questions why there is not a full length bus lane on both sides of the road - . these should operate from at least 6am to 8am Monday to Wednesday. On Saturday and Sunday, Thursday and Friday from 6am to 10pm.</p> <p>Permanent bus lanes needed to avoid enforcement issues, and to future proof the bus system including keeping the road space available for possible light rail.</p>	<p>It is not proposed at this time to extend the operating hours or the length of the eastbound bus lane. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation and the length of the eastbound bus lane will be monitored and reviewed.</p>
36	<p>Consider introducing staggered pedestrian crossings - likely to increase the overall efficiency of the intersection. Consistent with Accessible City and Major Cycleways. The Hagley/Deans intersection will need more design work to do this.</p>	<p>It is not possible to incorporate the required widths needed for staggered pedestrian crossings at this intersection.</p> <p>It is appreciated that this is being promoted around the Avenues and on the Major Cycleways for four lane divided roads, but there is not the room at Deans/Riccarton and is consistent with other major intersections along this route such as Fendalton/Harper/Deans, Deans/Kilmarnock and Blenheim/Deans.</p>
46	<p>No to planting of 2 trees on boundary at petrol station - will impede visibility of site and signage and could provide a hazard by blocking visibility of traffic coming along Riccarton Rd when cars are exiting the site.</p>	<p>These two trees have been removed from the Deans to Clarence proposal.</p>
	<p>Clarence Deans negative comments</p>	
	<p>General comments</p>	
15	<p>I disagree very strongly with the idea of bus lanes in Chch. Bus lanes are a sensible option for London because of the number of buses on the road and the amount of traffic. Christchurch does not have either of these issues.</p>	<p>Bus lanes form part of a package of measures to provide priority for public transport. The Christchurch Transport Strategic Plan and An Accessible City support a shift to increased travel by alternative modes than single occupancy car trips. To make public transport attractive it has to offer a reliable journey time for passengers.</p>
	<p>Deans/ Riccarton intersection</p>	
40	<p>Please don't! Lights are for worse for traffic flow. It'll start backing up down Riccarton Avenue so fast no one will be on time.</p>	<p>The change to traffic signals allows for bus priority for eastbound and westbound buses, cope with current and future traffic volumes, reduce the number of failing to give-way crashes and improve crossing opportunities for pedestrians and cyclists.</p>

73	<p>I am not sure there is too much congestion at the current Deans Ave roundabout so I am not sure of the value of this change at this time.</p> <p>I would suggest the congestion at the Church Corner end of Riccarton road would be more of a priority to attend to?</p>	<p>The change to traffic signals allows for bus priority for eastbound and westbound buses, cope with current and future traffic volumes, reduce the number of failing to give-way crashes and improve crossing opportunities for pedestrians and cyclists.</p> <p>On-site observations and GPS data from on-board bus recorders show that vehicle journey times through from the Hospital to Riccarton can vary substantially from day to day with the intersection causing delay on Riccarton Avenue for the buses.</p>
218	<p>Putting lights at roundabout will longest more traffic. Riccarton roundabout is one of the best in the city. Why change it!!</p>	<p>The change to traffic signals allows for bus priority for eastbound and westbound buses, cope with current and future traffic volumes, reduce the number of failing to give-way crashes and improve crossing opportunities for pedestrians and cyclists.</p> <p>On-site observations, bluetooth recorded journey time data, and GPS data from on-board bus recorders show that vehicle journey times through from the Hospital to Riccarton can vary substantially from day to day with the intersection causing delay on Riccarton Avenue for the buses. Journey times need to be reliable for bus passengers connecting to ongoing services at Riccarton.</p>
Left - turning slip lanes		
92	<p>I do not agree with adding free turn lanes to the intersection of Deans and Riccarton. I feel that this will encourage drivers to go fast around this corner, bumps or no bumps. Also the bus lane should start at 2.30pm, so ensure that it is clear by 3pm</p>	<p>Due to the width of the road corridor there is insufficient room to provide a left turn lane that can hold the traffic demands on a red arrow to provide full pedestrian and cycle protection. This would create queueing traffic in the through lanes which not only reduces the capacity of the lane but also introduces safety issues.</p> <p>The left turn slip lane allows traffic to pass through when there are gaps in traffic. The crossing is to be on a raised platform to slow vehicles on the approach to the crossing and the crossing is wide to cater for demands.</p> <p>It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.</p>
145	<p>Does not support the proposal to include left turn slip lanes on the North side of this intersection or the proposal to provide two lanes for traffic travelling West along Riccarton Ave and making a right turn into Deans Ave. Believes additional lanes will increase the physical size of the intersection and encourage faster vehicle speeds through the intersection due to the perception of increased space. Believes a smaller intersection size is more appropriate to the area and will result in lower vehicle speeds. Any additional space created should be used to enhance the area for pedestrian traffic.</p>	<p>Due to the width of the road corridor there is insufficient room to provide a left turn lane that can hold the traffic demands on a red arrow to provide full pedestrian and cycle protection when crossing Riccarton Avenue. This would create queueing traffic in the through lanes which not only reduces the capacity of the lane but also introduces safety issues.</p> <p>The left turn slip lane allows traffic to pass through when there are gaps in traffic. If the Riccarton Avenue crossing was one direct crossing, the crossing over Deans Avenue (north) would be considerable in length for pedestrians to cross (6 lanes of traffic).</p> <p>The crossing is to be on a raised platform to slow vehicles on the approach to the crossing and the crossing is wide to cater for demands.</p>
166	<p>Left turning slip lanes are bad. They disadvantage the jogger and cyclist trying to get to the park. They could also be hit by divers trying to speed through the intersection on their fast free turn. The intersection is too big, with too many lanes. This will encourage drivers to go faster through the intersection and carry on with that high speed afterward</p>	<p>Due to the width of the road corridor there is insufficient room to provide a left turn lane that can hold the traffic demands on a red arrow to provide full pedestrian and cycle protection when crossing Riccarton Avenue. This would create queueing traffic in the through lanes which not only reduces the capacity of the lane but also introduces safety issues.</p> <p>The left turn slip lane allows traffic to pass through when there are gaps in traffic. If the Riccarton Avenue crossing was one direct crossing, the crossing over Deans</p>

		Avenue (north) would be considerable in length for pedestrians to cross (6 lanes of traffic). The crossing is to be on a raised platform to slow vehicles on the approach to the crossing and the crossing is wide to cater for demands.
	General layout and traffic flow	
93	Lanes for all turning options should be standard practice throughout Christchurch, and is a must for here. However assuming that traffic lights will work better than a roundabout is quite hopeful. Instead of getting continuous flow lights will just slow things down and make all directions grind to a halt, even when no other cars are coming.	The change to traffic signals allows for bus priority for eastbound and westbound buses, cope with current and future traffic volumes, reduce the number of failing to give-way crashes and improve crossing opportunities for pedestrians and cyclists.
173	The proposal states that buses will be able to keep to their timetables better with buses being prioritised with bus lanes between Dean's Ave and Clarence street; - this may be so, but any advantage will then be lost with the inevitable congestion from Clarence Street right through to upper Riccarton. Eventual continuation of the bus lanes right along Riccarton Road will be of very little help when there is nose to tail congestion along the total length of this road. - A situation that is unlikely to change in the near or distant future.	There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub.
	Parking	
116	I operate a retail florist business. Parking is very important. I will be hugely effected by the proposed bus lanes and parking restrictions.	Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes. The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists. The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.
127	Christchurch owner of 13 C Riccarton Road I wish to strongly object to the proposed bus lane which would see the roadside car parks servicing these businesses removed during their crucial business hours of 7am to 9am and 3pm to 6pm. These two businesses plus the 24/7 Night and Day Convenience Store next door (11 Riccarton Rd) rely heavily on the roadside car parks for deliveries by truck between 7am and 9am and customer parking during the hours of 3pm to 6pm. The hours of 3pm to 6pm are particularly crucial for business viability. My tenant Arjee Bhajee has very limited access for trucks and no practical customer parking. The rental derived from Arjee Bhajee is crucial to my income and I am most concerned that the viability of my tenant's business would be seriously compromised if the car parks were not continually available for these businesses. Between the hours of 4pm and 6pm in particular customers stop, order takeaway dinners and go. Dinners make up the majority of sales for the business. If denied the opportunity to stop, customers will withdraw their custom, the business will die and my income and	Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes. The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus

	<p>that of my tenant's would be severely jeopardised, not to mention the deterioration in value of my investment in this commercial property.</p> <p>Rubbing salt into the wound is the fact that Arjee Bhajee and neighbouring businesses have already been greatly affected through the loss of all roadside car parks which were once available on the opposite side of Riccarton Road (outside what once was premises for Hunter Lounge Suites). It is my informed belief that imposition of loss of the only remaining car parks as proposed would spell the death knell for my tenant Arjee Bhajee and the florist and convenience store. Without car parks there is no customer convenience.</p> <p>This is the commercial gateway from Hagley Park to Riccarton Road and it would not bode well on the environment to turn this historic collection of buildings and businesses that serve the city well, into a vacant ghostly shell.</p> <p>I ask the Council and engineers to please reconsider taking the car parks for the proposed five hours.</p> <p>With the bus stop being positioned just West of 13 Riccarton Road I ask that consideration be given to commencing the bus lane from that bus stop, leaving the existing car parks to function efficiently as they have done for the past century. Supporting this suggestion is the fact that installation of traffic lights at Deans Avenue will improve the traffic flow into Riccarton Road and, if there was to be any traffic congestion it would be further up Riccarton Road than at the commencement of Riccarton Road where Arjee Bhajee is positioned.</p>	<p>lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
150	<p>The proposed bus lane will take away few existing car parks and 7-9 am, 3-6 pm no stopping rules will kill the small business around the area. I am against the proposed plan.</p>	<p>Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes. The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
189	<p>We have a business situated at 11 Riccarton road which is a convenience store. Our business is all about convenience .We rely on people being able to park outside the store and are very busy at peak hours 7a to 9a and 4p to 7p.I suggest you buy some of the land from the empty section on the opposite side of Riccarton Road then you could have your bus lane 24 hours a day and we could keep our parks 24 hours a day. I know land comes at a cost but this business pays a lot of money in rates so why should we be the losers here.</p>	<p>Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes. The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site</p>

		<p>observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
	North Hagley Parking	
167	<p>Don't like that so many parking spaces would be lost when this area is VERY busy all year round with sports people using the fields in Hagley Park (Deans). Where would they go? Also people during the week coming to walk dogs, walk, cycle etc use the Riccarton Avenue parking bays.</p> <p>Reducing car parks on Riccarton would affect businesses.</p>	<p>Parking for park users is available on Ayr Street, further east on Riccarton Avenue and on Harper Avenue. Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes for businesses on Riccarton Road. The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
169	<p>Retain the informal carparking along Deans Ave East if at all possible. Carparking around Barlett Street is problematic and will be made worse by the removal of carparking on Deans Ave and the pedestrian crossing.</p>	<p>For safety and operational reasons it is proposed to remove the informal parking on the berms of Hagley Park on the east side of Deans Avenue. There is parking available on Ayr Street just to the west of Deans Avenue and there will be a signalised crossing on Deans Avenue (north) to assist pedestrians crossing to/from the park.</p>