

	Riccarton Road Bus Priority - Feedback from the General Comments section of the feedback form	
	Riccarton Road Bus Priority - support comments	
146, 154, 208, 215	Anything is better than now. I would use the bus to get to work if it was quicker. I support the decision 100% Good idea.	
136,166, 169, 197,199, 216	Overall support with additional suggestions (see below) These options are a big improvement on the current situation. Include bus shelters at stops	
192	Strongly supports bus priority along Riccarton Road as part of the overall Passenger Transport network. (See other comments re Clarence Deans and Options A and B). 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. Permanent bus lanes are needed to avoid enforcement issues, and to future-proof the bus system including keeping the road space available for possible light rail.	
190	I support ECan and Council decision to upgrade Riccarton Road and improve public transport. I support the removal of many on-street car parks on Riccarton Road as this will encourage people to use public transport over driving.	
171	Thanks to CCC for tackling this extremely difficult problem. There are some real improvements here. Replacing all on street parking with an off road car park is clearly needed both for road safety and transit time improvements. Perhaps this can be considered when CCC is in a better financial position or by levying a parking assessment on the merchants who require the parking.	
172	I'm generally impressed with the proposal for Riccarton and support it.	
179	The reality is that we need to change the way transport is handled in this city or we're going to be stuck in endless traffic jams. Good on CCC for making this proposal. Some will no doubt see it as extreme, but they would have said that about banning cars from Times Square too. I doubt many New Yorkers would want to reverse that change now that they've experienced the benefits. These proposals will be the same.	
188	I support bus priority lanes on Riccarton Road	
2	Bus Priority should be encouraged to improve bus travel times	
7, 129	Excellent. This is a hard decision now because the situation was allowed to deteriorate as businesses did not want to lose parking. The reality is that businesses will also be better off as more people start to use Riccarton road as a shopping precinct and not just the mall. Congratulations on this initiative. Obviously very thoughtful consideration on the issues. Businesses between Matipo and Clarence a goodly number are service premises and eateries rather than shopping per se.	
8	Realise that business owners on Riccarton Road will not be happy initially this has the potential to smooth out traffic flow. Improvements on Riccarton Road are long overdue.	
10	More people have to forsake cars & use buses & this will encourage people to use buses.	
13	No preference for A or B but very strong support for improved public transport and cycling through the eastern end of Riccarton Road. I am strongly in favour of bus only lanes right through the congested area, and safe cycling areas as well if possible. We need to see buses getting through this area much faster than cars to encourage a move from cars to buses wherever possible. This is because we 1. Urgently need to reduce our fossil carbon footprint 2. Need to deal with road congestion in a cost effective way 3. Urgently kick start a move towards public transport as a viable and first choice option for many.	
14	Excellent. I use the bus in the winter and the times are ridiculously long sometimes.	
16	Supports Bus Priority in Riccarton Road, as a bus user who comes to Riccarton Mall from the east. She says the fumes can be a major problem in congestion and when waiting for the bus.	
19	Do it once, do it right	
45,47	These changes are long overdue. It would be great to see these projects implemented as soon as possible.	
20	Yes bus priority associated with lights turning green when bus approach is the right thing to do -Swiss model. Remove all car parks along Riccarton road and make it a 24/7 bus lane, able to be used by taxis or shuttles.	
21	I firmly support buses having priority; cars should be obliged to give way to buses. Priority should be cascading; Buses, Cyclists, then cars. There should be either no or very limited on street parking for cars. Roads are for transport not for parking.	
23	This work is 20 years overdue and is critical for the recovery, resilience and future growth of the west of Christchurch and the central city. Riccarton Road and its shops are old and tired and this set of proposals will re-invigorate the public realm and bring it into the 21 st century. This public investment will hopefully stimulate some private investment in the quality of the retail offering and offer some real competition	

	for the Mall. I ask the Christchurch City Council to resist the inevitable selfish local interests and inertia of some business owners that will be voiced, and instead be brave to make some decisions here that will deliver a step change for the people and the area and Christchurch more generally.	
29	Sort it so more people use the bus.	
30	Definitely a good idea. People driving cars can cause huge delays for buses. An upgrade will add life to Riccarton.	
32	Good step in direction towards making the city friendlier to other means of transport other than cars.	
44	I am in favour of a general bus priority which means to me that buses should have a general right of way when pulling out of bus stops into traffic (like they have in other countries) - not only on Riccarton Road. I generally brake and stop when a bus driver indicates to pull out.	
48	Riccarton road is too congested, including the Kauri Lodge/Westfield section, and it will be good when the Division Street lounge is operating and traffic is flowing more easily. It is important to reduce congestion so the buses can run on time. We need safer pedestrian crossing facilities We need good access and seating for the elderly and unwell who are waiting for buses.	
51	New network needs high frequency and short travel times for buses. Changes on Riccarton Road should prioritise bus travel over all other modes of traffic. Other routes have priority for cycling and general road traffic.	
57	The maples are a beautiful tree. There is a line of them near where I work and they are stunning at the moment. As a cyclist and pedestrian I am really happy that something is being done to make it easier to move around Riccarton Road (and move safely). As a car driver, I don't mind better traffic flow in that area and I am all for a public transport service that actually works. It's a win win (win win). I think businesses are deluded if they think they will lose business. The better flow and less angst there is, the more people will come! PS Nice clear form for filling out - thanks for making it easy.	
59	Yes buses must have priority at all times. Fluctuating peak times only confuse drivers already coping with heavy traffic. Parking here is a nuisance as is cycling. There are parallel roads N. & S. of Riccarton Rd which could be used instead. Cyclists in bus lanes seems hazardous to me. At all times extra-long vehicles should be kept off Riccarton Road. The bus priority should be extended west to Curletts Road as area between Waimairi and Clyde or Puriri is also too narrow for comfort. With more reliable bus times gained from permanent bus lane more people might use buses more often!	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 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. 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.
70	In order to encourage use of public transport, busses have to be more reliable. At peak time after work it is faster to walk than take the bus. In my opinion buses should have greater priority than any of the options provide.	
74	The proposed Riccarton Road upgrade will only add an enhanced value to the area and get buses moving faster.	
75	Great to see priority measures being taken to improve travel safety on this stretch of road which is at present both majorly congested (for everyone) and unsafe (esp for cyclists and for bus passengers urgently transiting between eastbound & westbound routes).	
81	Overall anyway to help traffic move more smoothly is a great idea.	
75	Support measures the length of Riccarton Road.	
88,104	We Support the removal of many on-street carparks along Riccarton Road as this will encourage people to use public transport over driving. As long as decent signage is provided, those who need to drive will still be able to utilize off-street parking. 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	Signage will be refined at detailed design.

	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.	
99,100,101	I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel times (which are currently far too long during peak hours) will decrease.	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.
89	I am happy that this is being looked into, it has been mentioned for a while and now to see progress is great.	
97	Happy for any changes that will encourage greater use of buses.	
79	Overall the proposals are positive. If the city is to prosper as a modern urban center, modern transportation solutions are required for the commuters. This requires both a shift in policy and planning (which is happening) and a public perception change. Need to be bold to future proof. Need to make sure we are aware of what has been done overseas.	
82	This is a good initiative, but should go further to promote active transport and safe liveable streets.	
80	Overall the proposals are positive. If the city is to prosper as a modern urban center, modern transportation solutions are required for the commuters. This requires both a shift in policy and planning (which is happening) and a public perception change.	
87	These changes are important to Christchurch, Now and in the future. Improvements to the bus system within the city, show the people of Christchurch that CCC care for change, care for the environment and the sustainable options. Alternative types of transport rather than car need to be encouraged. Public buses need to be convenient and cheap. People already understand that biking and public transport is the more environmentally sustainable, however people still drive. Make them want to choose the healthier option, as it is more convenient than being stuck in the high congestion. How do you feel when you see a bike zoom past you while you have been stuck in traffic for 30 minutes already? You might be able to justify not biking as your tired from work, however improving the bus system would give people a free path. More room for buses, more people on buses, less cars on the road, less congestion, less pollution from car emissions.	
95	Overall, these plans look to be forward planning, seeking to offer good options for all the community. Safety & convenience, combined with smooth traffic flow and adding good landscaping to enhance the finished project!! Using buses lessens traffic congestion, eases parking areas. I live in Dunsandel, but bus from Rolleston as much as possible, better than driving my car! Meet more people too.	
105	I support efforts to give buses priority on Riccarton Road, to improve provision of safe facilities for cyclists and improve the pedestrian experience on Riccarton Road.	
108	We use the bus a lot. We don't use the bus (or bike) to Riccarton. As above, we don't bike because it is too dangerous. We don't bus because it takes forever. As above, Riccarton has lost our custom because of these issues. These changes are absolutely necessary to provide realistic alternatives to driving cars.	
112	The sooner the better for all bus travellers	
173	Anything that can improve Riccarton Centre to enhance it for community and commercial benefit has to be a good idea. - Riccarton should not be solely concentrated on benefits to the Westfield Mall. Option A does seem to go some way toward achieving this aim. (See negative comments below)	
174	Great to have cycle lanes included, Christchurch is such a perfect city for cycling and this will really help make cycling to the mall a viable and safe option Also really great to have public transport traffic being prioritised, this is a good compromise for a city where the population density couldn't support a light rail system.	
	General Support	
110, 147, 148, 141, 126, 137 139,185	I support/applaud (ECan and) the Council's decision to upgrade Riccarton Road and improve public transport. This will help reduce New Zealand's carbon emissions. All cities in NZ need to drastically improve public and active transport, in order to reduce our carbon emissions to zero by 2050. Christchurch has a unique opportunity to set a good example to the rest of the country. (See also Clarence -Deans comments)	
126	Cyclists should be encouraged to travel east-west via the Uni-cycle route, but their needs to be better north-south links off this route, particularly allowing cyclists to easily access Riccarton Mall and Tower Junction from the Uni-cycle route. (See also Clarence -Deans comments)	
126	It is imperative that the Council and ECAN show leadership and mettle. This change is about future generations - not grumpy old laggards who want life to never change. Be bold. Vote for change. Don't water it down.	
132	Very pleased to see some action being taken at last on this severely congested route. A really radical idea would be to divert all non-bus vehicular through traffic to other arterial roads but that may be too hard to do.	
138	Good idea. Would improve both safety and access for the trips and purchases I make, as well as the ambiance of the whole area.	

140	I am really looking forward to this area becoming a cycle-friendly shopping destination. I can see myself cycling through the Park from the Central City to find the shops I need. A pleasant bike ride will make Riccarton an extension of the Central City shopping precinct.	
145	I support the proposal to reduce the amount of car parking on Riccarton Road. I support the proposal to create dedicated bus lanes on Riccarton Road. I believe that these will help make public transport options more reliable and attractive.	
149	I am a regular bus user but my trip takes between 1 -1.5 hours. I can drive from home to work in 15 mins. I prefer to use buses for environmental reasons. This takes a huge time commitment so travel time improvement is essential. Afternoon - 3-4pm are more unpredictable in timing. I have to change buses in Upper Riccarton and the "connecting" bus can vary from 2 - 25 mins wait. If buses must stay on Riccarton Road then more bus priority is needed.	
	Will encourage greater use of buses and make the traffic flow better for everyone - bus and car users alike (and make bus travel more reliable - get to appointments/work on time). I am a bus user.	
159	This would make bussing preferable to driving for a lot of people. We need more people to use public transport to decrease our city's carbon emission. Bussing in Christchurch is currently not good enough! Extremely inconvenient. This would get things moving and get more people on the bus.	
163	Support the proposal to include a bus lane on Riccarton Rd. Due to traffic, using the bus is currently off-putting. Not getting stuck in traffic would be an incentive for using public transport.	
173	Anything that can improve Riccarton Centre to enhance it for community and commercial benefit has to be a good idea. Riccarton should not be solely concentrated on benefits to the Westfield Mall. Option A does seem to go somewhat toward achieving this aim.	
175	I'd be happy either way, as long as busses can move more quickly along Riccarton Road, and bikes get more dedicated space than they currently have. I really appreciate the proposed changes, and am very grateful for the Council's work.	
178	Selwyn District Council supports the outcomes sought to be achieved for Riccarton Road bus priority on page 5 of the consultation document, particularly recognising the need to achieve reliable travel times for bus passengers and improve access and safety for passengers. These objectives represent the two most significant opportunities to improve public transport for every current user of public transport in the Greater Christchurch area and will encourage more people to use these services. They also complement other improvements already underway. Many Selwyn residents travel from other parts of the district to connect to the metro bus services in Rolleston and Lincoln already and improved services will encourage greater use of buses to and from the city. These services will become even more important as the population ages and as drivers licences become more difficult to get.	
199	Will encourage greater use of buses and make the traffic flow better for everyone - bus and car users alike (and make bus travel more reliable - get to appointments/work on time). I am a bus user.	
227	NZTA's mandate is set out under the Land Transport Management Act 2003 (LTMA). It has a statutory responsibility to undertake its function in a way that contributes to effective, efficient, and safe land transport system in the public interest. It is also responsible for allocating funding and has a requirement to give effect to the Government Policy Statement (GPS). NZTA supports the identification of improvements to public transport along Riccarton Rd. An objective of the 2015 Government Policy Statement (GPS) on Land Transport is to achieve a system that provides appropriate transport choices, particularly for people with limited access to private vehicles. The GPS also seeks increased safe cycle through improvement of cycle networks. Road safety is also a national priority. The proposed changes to Riccarton Road are in line with these GPS objectives. The proposal implements the Greater Christchurch Transport Statement, development and signed up to by all the Greater Christchurch strategic partners, in the development of public transport priority measures as a top priority for the city and as being important to facilitate in the in the immediate future. The proposal supports Action 41 from the Land Use Recovery Plan (Transform Public Infrastructure) of a suburban public transport hub in Riccarton and priority traffic management measures.	
	Support parking removal	
118	The number of parks lost outside of businesses isn't that important. There are so many parks at the mall and surrounding streets. Any business that likes the "security" of having a convenient park right outside should be encouraged to survey customers to see where they have actually parked. There is probably only a 1% (or less) chance that their customer has been lucky enough to find a park right outside at the time they wished to shop. Giving buses some priority is really important to the ability of buses to connect. An example of this is the connection between the Yellow Line at Rolleston (a half hourly service) and the 820 (an hourly service). If the Yellow line suffers any holdups and doesn't connect with the 820 then passengers either have a long walk or up to an hour wait for the next 820 bus. I am sure this is an issue for inbound connections as well.	

169	I support the removal of car parking along Riccarton Rd particularly from the mall to Clarence St. From 5pm the parking behind businesses in Riccarton Road should be more than 120min so people can go to the restaurants	
151	I support the removal of many on-street car parks along Riccarton Rd as this will encourage people to use public transport over driving. And as long as decent signage is provided, those who need to drive will still be able to utilise off-street parking.	
166	It is fantastic that buses are being prioritized. I'm very happy that car parks are being removed from the street. Shop owners should be reassured that repeated studies show pedestrians shop more frequently and at more shops than drivers. When on foot you notice more shops and have more time to decide to go into a shop. Stores around the main bus stop should be persuaded to see the 3000 passengers a day to be 3000 potential customers. If the council are truly dedicated to their fabulous long term plan of increasing alternate and healthier modes of transportation they need to put cars last in priority on roads. They need to priorities buses, pedestrians and cyclists!.	
174	Good to remove all the on-road car parks - there are so many available at the mall already, and if there are also some additional ones made available for the other businesses, it should be a win-win.	
197	Would prefer fewer car parking spaces on Riccarton Road.	
110, 147, 148, 126, 137,139,152,185,187	I support the removal of many on-street car parks along Riccarton Rd as this will encourage people to use public transport over driving. Priority needs to be given to allowing private developers to provide off-street car parking facilities, further removing slow moving traffic from the road.	
171	Removal of all on street parking will provide far better safety both due to the ability to have uninterrupted cycle lanes and by removing a great many traffic impeding movements as cars wait for, enter and leave parks. The 'interested but concerned' group will be more likely to use this route with this improvement.	
175	Heard that cyclists actually spend more money than people who go to shops in cars, and I think it's really important to encourage bus use and cycling. So understands business concern at losing parking spaces on Riccarton Road, but thinks creating infrastructure for efficient public transport should be a 'far, far greater priority'	
201	Bus priority and lanes is essential in Riccarton Rd. The congestion is delaying buses too much. Riccarton Rd will benefit by being more cycle and pedestrian friendly.	
216	Bus lanes essential to maintain bus times & assist buses to stop at bus stops & start without having to pull out into mainstream traffic greatly helping all bus patrons & hopefully increasing patronage with a more reliable service that at present.	
225	Ecan strongly supports the full time bus lanes on the approaches to Clarence Street and Deans Avenue as they will provide good benefits for public transport at all times of the day throughout the week, including weekends. We understand that the remaining westbound bus lanes in this section are proposed to operate at peak times only to minimise the impact on businesses. This will be beneficial at peak times, which is when the bus travel times are slowest, but we note that buses can be very slow and unreliable from 12.00-6.00pm in this area. We ask the Council to review these times after a year of operation to ensure they are as effective as possible. -We encourage the Council to provide markings that will clearly differentiate between peak and full time bus lanes so they are easy for all road users to understand. For example, full time bus lanes could be painted for the entire length, rather than just small sections. Detailed discussions with road users should help identify the best way to convey this to the public. -We support the introduction of traffic signals to replace the Riccarton roundabout as this should improve traffic flow for all users. -We support priority for buses at all traffic signals to allow buses to pass through the intersection ahead of general traffic. -We support all improvements that will enhance safety for pedestrians and cyclists throughout the project. We strongly support this project and encourage Council to proceed to implementation as soon as possible so our customers and the wider community.	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. Full time bus lanes will be marked with a green paint line inside the required white edge line.
230	CCDHB supportive of improvements to bus travel time, safety improvements and access for passengers, and the designation of Riccarton Road as a local cycle route. Supports removal of on street parking to enable traffic to flow more freely - encourage better use of off street parking.	
	Bus lounge support	
37, 38,39	It is excellent bus lounge. Should set up bus station	
	Riccarton Road Bus Priority - suggestions	
	General	
15	...public transport including bus lanes works in big European cities but buses are not a viable option in Christchurch... This has nothing to do with the length of time a bus journey takes. Rather, it is entirely due to the frequency (or lack there-of) of the busses. The new timetables that have just begun involves a bus every 15 minutes during peak times. With this sort of service, it is no wonder that only 3% of people take the bus. To make a bus a viable alternative to private transport, the bus need to be constantly arriving - e.g. one every 7-10 minutes through the	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

	day and once each 5 minutes or so during rush hour. Chch needs to get some people involved who know what a truly functioning public transport system is rather than making a token effort.	transport attractive it has to offer a reliable journey time for passengers.
130	Both options are not ideal. Ideal case: Bus lanes, cycleways and easy ped crossing together; very restricted car lanes for slow traffic, certainly no car parking on-street, maybe shared space concept with restricted individual vehicle traffic. Maybe that's still too radical for car-dependent Christchurch... pity we're so much behind compared to many European urban design implementations...	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is insufficient room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
	Cycles	
3	Must have access to the main cycle path through Hagley to CBD	Yes access to Hagley Park pathways is maintained.
75	Suggest single two way shared cycle lane on one side of the whole length of Riccarton Road Riccarton Rd (whole length), separated from vehicle traffic by humps/berms/bollards and entered/exited by openings at the various traffic lights? Would very much recommend this over the proposed solution of having cyclists on the roadway in notional east/west cycle lanes without physical barriers. Better protection for cyclists, less distraction & stress for bus/car drivers having to watch out for cyclists, everyone wins. Could possibly even be opened up to other small wheeled travel as well (mobility scooters, large prams & wheelchairs), reducing congestion on footpaths which are often badly blocked by portable footpath signage along this stretch of road.	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.
145	I believe it is unsafe to provide facilities to support the local cycle route on Riccarton Road while this road is promoted for bus use. I believe more facilities for cyclists should be provided on local roads that have less bus traffic.	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 an existing number of cyclists that use Riccarton Road. 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.
169	The big problem for cyclists is the lack of bike parks. Additional bike parks are mentioned but not on the map. The bike stand on Rimu St has been replaced by a tree. Bike stands are required in Kauri, Rimu and most importantly Division St for the mall. I prefer the removal of carparking rather than putting bike parking on the footpath if it cramps pedestrian space.	Cycle parking locations will be determined during detailed design. Suggestions or locations are noted.
171	<p>The information provided does not include the widths of cycle lanes or of the carriageway. The lanes provided are often interrupted. Lanes at least 2 metres wide are required, especially by on street parking. The 'interested but concerned' riders who Spokes understands are a major target group will need a good buffer from both parked cars and traffic.</p> <p>Spokes finds that option 'A' is more likely to meet the needs of all road users while making the commercial area more attractive to customers arriving by foot, bicycle, bus.</p> <p>Suggested improvements to option A:</p> <ul style="list-style-type: none"> · 2 metre wide cycle lanes · East bound cyclists to be allowed to continue straight at Matipo St intersection when red light showing (ie green cycle light showing) unless pedestrian crossing signal pushed · Advanced stop boxes across all lanes at Matipo St · Bicycle advanced stop boxes across both lanes at intersection w/Matipo · Advanced stop boxes/ hook turn boxes across all lanes at Straven Rd Riccarton Rd intersection · Advance stop boxes at Division St · Cycle lanes on Riccarton Rd to continue right up to Straven Rd intersection <p>Straven to Deans Avenue</p> <ul style="list-style-type: none"> · Green paint on cycle lane crossing Picton Av, Mandeville St, Mona Vale Av, Bartlett St, Darvel St · Advanced stop/Hook turn boxes to facilitate right turns at Riccarton Rd Deans Av intersection 	<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. The cycle lanes will be 1.8 metres wide in line with the CCC Cycle Design Guide.</p> <p>Riccarton Road cycle facilities are not aimed at the 'interested but concerned' group. There are an existing number of cyclists that use Riccarton Road.</p> <p>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. The Major Cycleways are targeted at the 'interested but concerned' group of cyclists. The introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway are in proximity of the Riccarton Road corridor. There will be major cycleway signage introduced on the routes when the cycleways are delivered. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>Suggestions for advanced stop box locations will be considered in the final scheme. 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. 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>
181	<ul style="list-style-type: none"> · As a commuter cyclist neither option will make Riccarton Rd a safer place to cycle. · As a weekend driver Peak-time solutions are more favoured than permanent banishment of the on-street car park. · Any solution must also address the problem of traffic snarls on a weekend. · The location of the Regional Hub in one of the narrowest parts of the street appears to create a cycle hazard. · If at all possible a simple widening/reconfiguration of the road to provide more space on the carriage way for cars, cyclists and buses would be the best · Is it not possible to just to Trial an AM and PM peak Clearway/no parking / bus lane with minimal expense to see if this is actually the right approach? 	<p>The Uni-Cycle Major Cycle Route that runs parallel to Riccarton Road provides an alternative route for cyclists, and there are also cycle lanes on Kilmarnock Street with a cycle crossing at Deans Avenue to access the shared paths in Hagley Park.</p> <p>There is no budget for road widening along Riccarton Road.</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</p>

		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. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
187	The lack of provision for cycling is a problem. I understand that street width is an issue, but sharing the bus lanes is not a sustainable long term solution. I suggest that instead of widening existing footpaths to plant trees, the space is instead used to provide dedicated protected cycle lanes (or properly marked shared footpaths) without needing to sacrifice bus lanes.	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. The cycle lanes will be 1.8 metres wide in line with the CCC Cycle Design Guide. The Uni-Cycle Major Cycle Route that runs parallel to Riccarton Road provides an alternative route for cyclists, and there are also cycle lanes on Kilmarnock Street with a cycle crossing at Deans Avenue to access the shared paths in Hagley Park. The Northern Line cycleway also crosses Riccarton Road providing a further alternative route to Riccarton Road.
212	On-street parking is a hazard to cyclists on Riccarton Rd. Traffic should take priority over parking. I think it would be too confusing to have the bus lanes become parking at off peak times. This would also remove the safety of cycle lanes, if there was parking.	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.
230	Cyclists travelling East - west should be encouraged to use Matai St. Those cycling to Riccarton should be encouraged to cycle slowly using wide shared paths rather than competing for space with buses on the road	It is not proposed to install shared paths on Riccarton Road, particularly through Central Riccarton where pedestrian numbers are high.
	Heavy vehicles and traffic routes	
16,	Would like to see heavy vehicles re-routed off Riccarton Road.	It is not proposed to remove heavy vehicles at this stage. This restriction would require area-wide signage and further consultation and because of the concentration of commercial activities is impractical.
219	Need to make Riccarton Rd from at least Matipo St to Clarence St no thoroughfare for trucks/heavy vehicles.	It is not proposed to remove heavy vehicles at this stage. This restriction would require area-wide signage and further consultation and because of the concentration of commercial activities is impractical.
26	In the future traffic is likely to only get heavier on Riccarton Road. The council should be thinking more long-term and considering how to reroute east-west traffic onto roads with more capacity, such as Blenheim Road. Currently road users default to Riccarton Road as there are few good alternatives.	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic instead of Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2042.
	Pedestrians and bus users	
17	Please create an 'on-demand' pedestrian crossing with lights (like the one added to Clyde Road), near the bus stops. Really like the passenger lounge for bus users - this is long overdue!!	The pedestrian crossings at Division Street are timed with the overall intersection. It is not possible to call on-demand at this location.
	If budget allows I would support a strong focus on footpath quality because this section has a hodge podge of different surfaces.	An assessment of footpaths can be undertaken at detailed design. The project team will work with maintenance to see if remedial

		action can be undertaken quicker. It is not proposed to implement paving between Deans Avenue and Clarence Street.
166	I think the problem of people crossing dangerously across Riccarton road can be solved in other ways. Other ideas for the jaywalking problem could be more cross walks. Around Kauri Street, Rimu street, and Rotherham street. We should encourage walkers to cross the street to access more shops. To maintain the car's status as number one on Riccarton road you could time the cross walks along the road to all turn at the same time. All cars stop, All people walk from Matipo to Clarence. To ease the car vs cross walk problem at Rimu street we should have the east bound lights west of Rimu and the west bound lights east of Riccarton. This leaves pedestrians to cross around those two streets and be free of the threat of distracted drivers.	Pedestrians and public transport are the priority modes for Central Riccarton in the Christchurch Transport Strategic Plan. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
166	Support for removal of oversized vehicles	
	It is fantastic that over-sized vehicles won't be able to drive on that road. It will keep the road more people sized, instead of truck sized.	It is not proposed to remove all heavy goods vehicles under these proposals. The provision of the island with vertical elements means that over-size vehicles can no longer use this route.
	Bus lanes	
82	Bus lanes should run in both directions and extend beyond busy intersections eg Matipo St.	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.
192	Would prefer full time bus lanes on both sides to ensure no vehicle blockages during the 6-10 pm high traffic periods.	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
	Parking	
26	There is already lots of (mostly privately provided) off-street parking in this area and on-street parking in side streets. Riccarton Road really doesn't need any on-street parking. The space taken up by on-street parking could be put to better use with dedicated full-time bus lanes, segregated cycle lanes or both.	
29	Parking for business employees is & has been difficult for several years since the mall did their big expansion & will probably be more so a hardship to this small business - perhaps the mall employees should park in that car park @ the mall.	
99, 100, 101	Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak times due to parking infringements. If off-peak parking is allowed, the cycle facilities are not sufficient as they are limited to a dangerous strip between parked cars and traffic and they would not be clearly marked. We suggest the off-peak parking is removed. At the very least, the peak time bus lanes should also apply to Saturday and Sunday, when Riccarton Road is also very congested. Cycle parking should be incorporated on the widened footpath.	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. Cycle parking will be considered at detailed design but it is proposed to install cycle parking.
101, 190	I support the removal of many on-street carparks along Riccarton Rd as this will encourage people to use public transport over driving. As long as decent signage is provided, those who need to drive will still be able to utilise off-street parking. 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 (See also Clarence- Deans comments)	
202	I am in favour of the removal of on street parking.	
	Other suggestions	
73	In general I would like to see a similar concept used for the length of Riccarton road, Deans Ave to Church Corner.	There is a longer term plan to deliver bus priority further to the

	Some addition consideration should also be given to reduce the number of right turning options (full length of Riccarton road) and the alignment of roads that cross Riccarton road to reduce congestion, and improve visibility (Clyde to Wharenui, Ilam to Middleton, Waimari to Hansen's Lane). This would make the use of Blenheim road more attractive to residents to the north of Riccarton road as crossing Riccarton road would be less of a trial.	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.
74	We need more overhead flag type arrangement to advertise Riccarton as is the concrete plaque by railway line that says "{Keep Riccarton Beautiful" of which Riccarton Community Watch Inc paid for the refurbishment (sign writing)	These will be investigated further at detailed design. It is proposed to reduce the number of trees between the Clarence Street and Matipo Street, and replace these trees with columns that allow for promotional banners.
75	Has anyone studied the alternative of eventually making Riccarton Road and Kilmarnock St both one way (one east & one west) thus greatly simplifying traffic, providing much more flexibility around separating out bus/cycle/car traffic down both roads, and allowing for more on-street parking options...	Riccarton Road is to remain a two-way street. A two-way street for buses assists bus passengers as they know where to alight and board buses if in the same section of road.
92	The bus lane on the hospital side of Riccarton Rd should continue to Deans Ave, across and along Riccarton Ave. There is more need of having a dedicated bus lane, at least during peak hours, then there is having 4 lanes of traffic through a city park.	The final design of Riccarton Avenue will be developed through the An Accessible City programme as it is within the 4-Avenues.
79	The introduction of the bus lanes (and heavy advertising of the time saved if travelling by bus) is a good start. If this is coupled with inner city shuttle services the need to drive into the city will be further reduced. (Again, for a New Zealand example see the Queen Street changes in Auckland CBD).	Suggestion is to be referred to ECan who operate the bus services.
98	<p>The transport plan has Riccarton Road as a priority public transport route whereas at the Riccarton/Straven and the Riccarton/Deans intersection there are 3/4 lanes dedicated for vehicles.</p> <p>For Riccarton/Straven, Bus lanes should be extended all the way to signals or at a least cycle lanes should be added, even if this means removing a turning lane.</p> <p>For Deans/Riccarton it is proposed to have 2 straight on lanes on Riccarton Road, this will simply encourage car use along the road at the expensive of buses. One of the straight through lanes should be a dedicated bus lane and have bus priority phase on the signals.</p>	<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. 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.</p> <p>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.</p>
105	I support efforts to give buses priority on Riccarton Road, to improve provision of safe facilities for cyclists and improve the pedestrian experience on Riccarton Road.	
132	Very pleased to see some action being taken at last on this severely congested route. A really radical idea would be to divert all non-bus vehicular through traffic to other arterial roads but that may be too hard to do.	
127	Having spent many hours studying the flow of buses on Riccarton Road I have observed that most full-sized buses carry less than eight passengers. Some carry one or two. Some carry none. Consideration should be given to down-scaling the buses to 12-seater vans. They would have far less impact on traffic congestion, consume less fuel, impose far less pollution whilst still satisfying consumer demand. In addition I observe far too many heavy trucks and b-trains carry demolition materials using Riccarton Road. It is frankly ridiculous to see this	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

	Riccarton and I believe they contribute immensely to congestion as do, as aforesaid, the large buses.	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.
167	<p>I am not convinced that the measures suggested in this document would make a lot of difference for the large cost that would undoubtedly be involved.</p> <p>The problem in West Christchurch with traffic extends far beyond the Riccarton Road area since so many businesses have relocated here after the earthquakes, and so much traffic is coming in from west of the city.</p> <p>If bus facilities such as a "park and ride" option with parking at Yaldhurst/Hornby and Church Corner areas for example were included then I could see more the need for buses to be given some priority. This would work really well here.</p> <p>At peak times, the problem is just quantity of traffic whatever the method of controlling it - lights, roundabouts etc. Also peoples impatience has not helped when giving way would be useful/sensible.</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> <p>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 through Church Corner. 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.</p>
177	Please make all of Riccarton Rd a 30kph zone. This is driven by safety concerns.	<p>It is not proposed to reduce the speed limit through Central Riccarton at this stage but the design should contribute to slower speeds to support the pedestrian environment.</p> <p>The setting of speed limits is subject to a separate consultations and approvals process.</p> <p>This could be reviewed in the future.</p>
	Mobility scooters	
184	<p>I use a mobility scooter and would like to see suitable parking for scooters at the passenger lounge so I could park nearby when I take a bus. At present there is no safe parking near the bus stops and it often a considerable walk to get back to my scooter.</p> <p>The lounge is a good plan, it gets people off sitting on the curb and generally blocking the pedestrian flow, however it must be kept clean and free of the chewing gum and other rubbish that mars the bus shelters.</p>	The suggestion of using smaller buses will be passed to ECan who operate the buses.
230	Ensure adequate mobility parking	Suggestion to be considered in the final plan, including at the off-street location.
	Parking	
186	With a reduction in parking on Riccarton Road, wouldn't the council be obliged to pay the businesses fronting the road some form of	No. This is an arterial corridor and the space is required for

	compensation?	movement of people. There is off-street parking at the rear of premises.
	I support the removal of many on-street car parks along Riccarton Rd as this will encourage people to use public transport over driving. As long as decent signage is provided, those who need to drive will still be able to utilise off-street parking.	Signage is to be finalised through detailed design.
	Streetscape and environment	
78	It would be good to see the introduction of rainwater gardens or other mechanisms as part of the system to treat storm water run-off from the roads.	There are limited changes to kerbs through the Deans Avenue intersection to Clarence Street intersection that would create opportunities for rainwater gardens. Any consideration of this in Central Riccarton will be based on the final layout and budget.
120	Hope that adding the street enhancements as a separate item doesn't mean they are of a lesser priority. The Council in its wisdom decided that Riccarton was to make a bus interchange area not just a bus journey destination. The residents and local businesses have to live with the result.	Improvements will be made to Central Riccarton through this project.
131	Division street foot path and road needs to be replaced and enhanced with appropriate planting, seats etc at the same time as the Riccarton rd works. The present footpath is unsuitable for disabled and elderly people who will now use Division street to access the mall from the new bus interchange.	It is not proposed as part of the project to renew the footpaths or carriageway on Division Street. There will be some changes to the path outside of the bus lounge on Division Street.
200	Hagley Park through to Matipo Street has needed upgrading and beautification as it is an area used by 1000's every day. The beautiful feel from Hagley Park needs to be brought through to Matipo Street.	Additional trees as shown in the proposal for this section of Riccarton Road will help to reinforce this idea.
230	Need to pay special attention to positioning of street furniture and/or sandwich boards.	These will be investigated further at detailed design.
	General suggestions Central Riccarton including Division St concerns and North side passenger facilities	
166	Division street should be closed off as a pedestrian mall. It would serve much better as a grand entrance to the mall and service more shops, instead of providing a dozen car parks.	It is not proposed to close off Division Street as part of this proposal. Division Street provides access to car parking and the service lane for Westfield Mall. Division Street will be restricted to left-in and left-out movements only at Riccarton Road, and this has been approved by Council.
186	<p>Firstly, congratulations on being strong enough to withstand the pressure from Westfield by NOT selling/gifting/trading your site in Straven Road to them. When looking at the site of the proposed new bus stops my concerns are :</p> <p>Taking into account elderly or infirmed people (or even parents with very young children) the extra distance needed to walk from exiting a bus at the new stops to the main entry of Westfield Mall. There are many in this bracket who only visit Pak and Save and not the rest of complex. The condition of Division Street will also need to be upgraded to cope with the additional foot traffic. Could you please get your Grandparent/s or elderly parent/s or somebody with mobility problems to manually try out the proposed changes and distances involved before any work commences - a lot of young to middle aged people do not fully understand the difficulties some elderly people experience when they only have the use of public transport to get around.</p> <p>Entry to the Mall via Division Street means accessing via a tiled slope within the complex (currently there is no matting and with extra people accessing this could be a health and safety concern especially in wet weather). Also that entry leads one straight into the food court which could be a major problem for people who do not have stability (mainly elderly), people with walking frames, pushchairs or trolleys. Exiting from that area could also be a problem with shopping trolleys. Using the entry to the mall further along Riccarton Road also leads one through a eatery - where there can be difficulty in negotiating tables, people waiting in queues and numbers entering and exiting the complex.</p> <p>At the Bus Passenger Lounge who would be responsible for the abandoned trolleys? It is not realistic to think that the majority of people exiting the mall would have the forethought to leave trolleys in a organised manner. The situation could develop where other properties and passing traffic in the area will be damaged by supermarket trolleys and the reckless abandonment of them by users.</p> <p>There appears to be no seating arrangement outside the proposed lounge? Not everybody likes being enclosed inside a building - especially in fine weather.</p> <p>Could there be an allocation of slightly higher then normal seating in the area - these make it much easier for some people to get back up on their feet?</p>	<p>It is not proposed as part of the project to renew the footpaths on Division Street except for outside the new Passenger lounge.</p> <p>Concerns around the access to the Mall will be passed to Westfield, this is not Council's responsibility.</p> <p>Discussions can be held with Westfield regarding trolleys at the Public Transport Lounge.</p> <p>Suggestion noted. Seating on Division Street could be considered. There is no room on Riccarton Road for seating. Leaners are being provided on Riccarton Road. Choice of seating will be refined through detailed design.</p>
191	<p>As a concerned property owner losing the car parks on the south side between Division and Rotherham Streets is a big concern for us. North side has public car parking but there is no public car parking on south side to replace these lost parks. There are private car parks at rear of these buildings but they are not for public use.</p> <p>We know the decision was made by the council to change the turning into and exiting Division Street, this was a hasty and not well thought decision. Division Street has no other entrance and as such is a dead end street so the only exit is onto Riccarton Road making it very hard for</p>	<p>Car parking at the rear of the shops on the south side of Riccarton Road are allocated to properties fronting Riccarton Road.</p> <p>It is not proposed to re-introduce turns at the Division Street/Riccarton Road intersection. The restrictions are required to ease flow on Riccarton Road which is a priority route for public</p>

	<p>customers using the rear car parks to enter and exit now under the confirmed restrictions of no right turns entering and exiting Division Street. It would be far better to change Rotherham Street to left turning entry and exit as it has another exit point out to Dilworth Street. At present right turning entering and exiting Division Street works fine so why change? Please reconsider this issue.</p> <p>There is no turning left lane in either A or B Options from Riccarton Road into Division Street which poses the problem of left turning traffic waiting on pedestrians to cross Division Street and holding up the whole Road behind them as they will not have the room to pull over. Also exiting Division Street traffic will have to give way to pedestrians as they make their way to the bus lounge on the North side by the bus stops as we are to believe the Council has purchased Pauls Camera Shop for this purpose so there will be a lot of pedestrian traffic at this intersection.</p> <p>Riccarton Road one of the narrowest and busiest roads in the city should not be promoted as a cycleway. At places it is proposed to share with the bus this is absurd, would you want your child biking down here amongst this traffic? I wouldn't, you need to take the cycleway away from this road.</p> <p>Last week, at 1.45pm I observed six buses in the matter of minutes arriving into Riccarton with only one bus with any passengers and that was 2 passengers!! Surely at off peak time there could be smaller buses or less, what a waste of rates, money, petrol, road usage etc. Very few passengers got on these buses, about ten for all of them!!</p>	<p>transport. 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> <p>Riccarton Road is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route. There are 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>The suggestion of using smaller buses will be passed to ECan who operate the buses.</p>
68	What is being proposed on the north side for bus passengers?	Options for a north side lounge are still being investigated.
179	<p>Living Streets seeks clarification regarding what facilities will be installed on the north side of Riccarton Road for waiting passengers. What will be there regarding shelters, seating, signage etc?</p> <p>We also seek clarification on whether you have consulted with the Blind Foundation to ascertain best practice for the installation of the directional and warning tactile ground surface indicators (tgsi) at the new signalised crossing adjacent to Rimu Street and at other crossing points in the section in question. Members of our group are also concerned that there is little contrast in the glass walled feature of the shelter- this could make it confusing for people to find the entrance if they have vision impairment.</p> <p>Could the plan clarify whether there is to be a signalised crossing at Division Street. Living Streets recommends this to be signalised to ensure vulnerable pedestrians can safely cross this road. It will also prevent vehicles parking over the intersection. Whilst the plans show that pedestrians can wait in the median island, we recommend that all pedestrians road crossings are able to be completed in a single phase, allowing for a reasonable time to cater for the more infirm users, as this is more convenient. We would not expect people in cars to have to wait for two phases in order to make their crossing.</p> <p>Currently there is facility for a right hand turn heading east from Riccarton Road into the Mall adjacent to McDonalds. Living Streets recommends that this movement be removed as part of this project to enhance safety on the foot path crossing this point. Vehicular traffic can enter the Mall from the west at the Matipo Street entrance, keeping Riccarton Road clear of this manoeuvre.</p>	<p>Options for a north side lounge are still being investigated. Tactile pavers will be installed in line with RTS14. CCC will seek further clarification where needed with the Blind Foundation. The designer for the lounge has been working with the Blind Foundation. Yes all crossings at the Division Street/Riccarton Road intersection are signalised.</p> <p>It is not proposed to restrict access to Westfield at this time. A space in the median will allow vehicles to sit clear of the through traffic lane.</p>
	Alternative layout suggestions	

183	<p>As a bus driver I don't support either of those proposed plans entirely, instead I strongly suggest having a two way bus lane in the centre of the road and extending it up to Ilam and Middleton Roads.</p> <p>The advantage of the lanes being in the centre as this essentially eliminates motorists from parking in the lanes in the first place therefore you won't have to rely on enforcement as often as you would. At the end of the day I and all the other drivers would like to be able to move up and down those lanes freely 100% of the time. One way parking in these lanes could apply between 7pm and 7am or at any time in certain sections of the lane where carparks are planed on being removed currently.</p> <p>For an extra small cost initially the advantages far outweigh the disadvantages of having separate bus lanes either side of the road and would significantly reduce the cost/impact on enforcement resources.</p> <p>A) Some parking could still be maintained in segments on one side only allowing buses in both directions to easily get thru by giving priority to buses travelling in the opposite direction to the dedicated parking areas within the lane.</p> <p>B) Vehicles towed would be a very rare thing and towing a vehicle wouldn't impact on bus movements within the lane.</p> <p>C) These lanes would ideally be separated from the main traffic flow by segments of both concrete kerb and plastic/concrete judder bars (to allow emergency services easy access out of the lanes and limiting unauthorized access into the lane)</p> <p>Comparing Riccarton with Merivale there would be two lanes operating at the same time as each other, there is a lot more vehicle movements and 62 bus movements (per hour) needed to take into account (compared to an average of 8-10 Northbound only in Merivale) plus a lot more business's/ATMs than Merivale to contend with. To add to this there would be limited parking nearby to unload offending towed vehicles and tow trucks would be contending with a lot more heavy traffic to rejoin Riccarton Road. Taking all these factors into account the actual number of bus movements that would benefit from these lanes by having a free run would be very limited and rare which is why enforcement wouldn't be at all effective.</p> <p>Deans Ave to Straven/Clarence Roads Two way bus lane running through the centre of the road from Dean's ave up to Straven/Clarence. Provision would be needed to accommodate two entry/exit in the middle of the lanes for access to bus stops located at Z station and Caltex (bus stops would need shifting to these areas). Using a yellow grid on the road and give way signs for thru traffic, this would hopefully ensure vehicles don't block this area and allow for bus movements in and out of those stops as well as giving motorists free access in and out of both service stations.</p> <p>Straven/Clarence Road to Rimu Street This area is too small to cater for bus lane and should be left as is perhaps reducing car parking times and restrict Rotherham Street to a left turn in and out.</p> <p>Rimu Street to Division Street Bus Stops located both sides of road, Division Street should be left turn only in and out. Lights geared up for pedestrian use only East side of Division Street and a give way sign erected for all traffic coming out of Division Street.</p> <p>Division Street to Matipo Street Central two way bus lane through centre of road with give way signs erected for all thru traffic to give way to all vehicles coming out of the bus lane. Yellow grid on road between pedestrian crossing and start of bus lane to allow easy access onto the bus stops. All streets/driveways/car park entrances would be restricted to left turn in/out only.</p>	<p>The extent of this project extends from Matipo Street to Deans Avenue. 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.</p> <p>There is not sufficient road corridor width to allow the buses to travel in the middle of the road and allow for passenger waiting areas.</p>
194	<p>Need to decide whether Riccarton Rd is a main thoroughfare or a pedestrian shopping precinct. Why not have express bus to city destination sole access to Matipo- Clarence section of Riccarton Rd and buses that stop at Riccarton CBD do so at rear of Riccarton Mall.</p>	<p>The Christchurch Transport Strategic Plan identifies Riccarton as a walkable centre and a key public transport route. These are the two model priorities for this section.</p> <p>Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
200	<p>The flow of traffic needs to work better. I don't believe lights need to go in at Hagley Park or the buses be the priority of this project I think residents, shop/retail owners, pedestrians, cyclists, buses and cars need to be given equal consideration with a project like this. This area is extremely important to CHCH</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</p>

		<p>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. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
220	<p>Passenger lounge site cnr Division Riccarton. I would suggest that the pedestrian traffic lights at this section of road be altered to barn dance method. As with was case in city sections Colombo & Hereford Gloucester/Colombo. Allows more people to make movements quicker& safer. Allows for four crossings at once moving more people more quickly safely.</p>	<p>It is not proposed to introduce a Barnes Dance at the Division Street/Riccarton Road intersection. Barnes Dance crossings operate when there are exclusive pedestrian crossings. This takes time out of the intersection and can increase delays to vehicles. Traffic signal phasing will be reviewed at detailed design.</p>
193	<p>Our Association supports cyclists using Riccarton Road. To assist with this we oppose the use by heavy weight trucks of Riccarton Road between Mandeville and Clyde between the hours of 7am and 7pm</p> <p>Traffic will be freed up greatly if the following are applied immediately:</p> <p>(a) right hand turn signals at the Straven Road /Clarence Street intersection. Failure to install these has lead to considerable bottlenecking on Riccarton Road and proves that the division of council responsible for traffic signalling is completely out of touch with public opinion and with reality.</p> <p>(b) Remove the ugly concrete planter box at the intersection of Picton Ave and Riccarton Road to allow room for the road marking of right hand turn and left hand turn for vehicles. This will free the circulation of traffic.</p> <p>If there was only one lane for cars then there should be no right hand turns on Riccarton Road between Straven Road and Kauri Street. Otherwise there will be delays in the area with cars stretched back to the city and to Church Corner. This will result in motorists taking great risks to themselves and others to reduce delays</p> <p>There is little need to lower the speed limit on Riccarton Road as the quantity of traffic means that the actual speed limit is rarely attained.</p>	<p>It is proposed to install right turn arrows at the Riccarton/Straven intersection.</p> <p>Removal of these concrete planters requires further investigation at detailed design. At this stage the planters and trees in them will not be removed as part of this proposal. It is not proposed to change access at Picton Avenue as part of this proposal. Picton Avenue is a local road.</p> <p>There is insufficient room to retain parking and make the necessary improvements for pedestrians and public transport users.</p> <p>There is currently only one lane in each direction on Riccarton Road. Turning restrictions have been approved at Division Street and Kauri Street. There are no further restrictions propsoed. The use of the median island with gaps will allow turning traffic to sit clear of through traffic.</p> <p>It is not proposed to reduce the speed limit in this section. The design should encourage slower speeds to support the pedestrian environment.</p>
225	<p>It is very important to provide consistent bus lane operating hours across this project. Existing bus priority measures have a range of peak hour operating times for bus lanes including 7-9pm, 3-6pm and 4-6pm. This is very confusing for bus drivers and all road users, makes it difficult to enforce and undermines the effectiveness of the measures.</p>	<p>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. Having buses merging into the main traffic lane and then diverting back to the existing bus lane not only adds to journey times, particularly given the queues that form on Riccarton Road, but also raises safety issues for all traffic including cyclists.</p>

232	<p>(b) Clarence Street to Deans Avenue</p> <p>The use of this section of Riccarton Road is similar to the central section of the Road. Our main interest with this section is the removal of the roundabout at Deans Ave and the replacement with traffic signals. In consultation with local members, the main movement of overdimension loads is in the north-south and vice-versa along Deans Ave. The installation of traffic signals at this intersection is likely to make the transport of overdimension loads through here easier and so therefore we support the installation of signals here, as long as:</p> <ul style="list-style-type: none"> - There is sufficient width to allow wide loads through on at least one side of the signals. It is noted that there are three lanes approaching the intersection from the north and the south, and then two lane proceeding on the other side of the intersection. Ideally we would prefer no signal poles in the centre of the median to allow wide loads to be moved through here and hang over the median. If this is not possible then any traffic poles on the roadside edge should be moved away from the roadside edge to give as much clearance as possible. - The height of any overhead signals on outreach poles should be at least 6m in height and preferably 6.5m to allow high loads to travel without needing to swing the overhead poles out of the way. 	Comments noted about signal infrastructure at the intersection of Deans/Riccarton.
230	<p>CDHB Supports some features of A and B (see relevant sections)</p> <ul style="list-style-type: none"> - Concern that the proposal is trying to accommodate both core bus and cycle routes - Pedestrian and buses should be prioritised - Would prefer separated cycle lanes if possible - in this case the provision of wide, shared, clearly signed pathways with slow cycling and pedestrian priority may off the safest and practical solution <p>Bus Priority measures need to be clear, consistent and permanent - consider making the bus lanes full time, rather than time restricted.</p>	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route.</p> <p>There are 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	<p>The Blind Foundation fully supports the installation of bus priority measures through Riccarton Road and infrastructure that will provide safe accessible travel for bus users and all pedestrians.</p> <p>We propose that an additional project objective should be not to create a negative impact on pedestrians using the footpaths through these sections. It is still not clear what facilities will be installed on the North Side of Riccarton Road for waiting passengers (seating, signage, bus poles, etc) and this side of the footpath without using the set back is currently only minimum for this zone. This then reflects you opening statement "We've developed a way to make it easier to get to an around Riccarton whether it is by bus, cycle, or walking."</p> <p>Will there be more opportunity before the plans are finalised for the refit of the premises on the intersection of Division and Riccarton to comment on accessibility features? The current depiction shows a huge glass frontage with poor contrasting manifestations and no obvious entrance.</p> <p>The new position of the signalised crossing adjacent to Rimu Street will need to have directional and warning tactile ground surface indicators (tgsi) installed. The indented crossings and corner crossings along the whole project require tgsi to be installed.</p> <p>Is the crossing of Division Street on the Southern side to be signalised. Conflicting feedback has been received. This should be signalised to ensure those unable to hear or see a gap in traffic can safely determine when to cross this road. It will also prevent vehicles parking over the intersection.</p> <p>Currently there is facility for a right hand turn heading east from Riccarton Road into the Mall adjacent to McDonalds. Will this movement be removed as part of this project.</p> <p>On Picton Avenue what is the treatment where the trees are being removed? Is there a raised detectable kerb?</p>	<p>Passenger waiting facilities for the north side of Riccarton Road are being investigated.</p> <p>Yes will continue to work with Blind Foundation before plans are finalised for the Passenger Lounge.</p> <p>Yes tactile pavers will be installed in line with RTS14 and further clarification sought if needed from the Blind Foundation.</p> <p>Yes all crossings at the Division Street/Riccarton Road intersection are signalised.</p> <p>It is not proposed to restrict access to Westfield at this time. A space in the median will allow vehicle's to sit clear of the through traffic lane.</p> <p>Yes there will be full height kerb where build outs are being</p>

		removed to widen the carriageway for the bus lane.
119	<p>Back ground information provided and considered by project team.</p> <p>In regards to the proposal for Riccarton Rd, St John would like CCC to consider the following:</p> <p>Ambulances are 2.4m wide, 2.4m high and 6m long. There are concerns that trees planted could hit the vehicles and turning circles making access and egress to parts of CBD difficult.</p> <p>Our command unit is 2.4m wide and 7.5m long</p> <p>St John would be happy if the vehicles size design was amended to fit New Zealand Fire Service specifications as our vehicles are smaller than these.</p> <p>Bollards and extended curbs to passively slow traffic can cause damage to our vehicles as their turning circles are more than cars and affects our ability to get to parts of the CBD.</p> <p>Is there anything else you would like to see included in the Accessible City chapter?</p> <p>Ability for emergency vehicles to be able to access all parts (e.g cyclist or walker having a fall or medical event), we need to be able to get to them.</p> <p>Ability for cars/other traffic users to be able to get off the road to allow us to pass if we need to get to a job</p> <p>Public release of comments:</p>	<p>The traffic lanes on Riccarton Road are wide enough to allow for ambulances as they are 3.2 metres wide minimum. Build outs are being removed in locations on Riccarton Road between Deans Avenue and Clarence Street to provide room for the bus lanes.</p> <p>Ambulance access will be considered as the final design for Central Riccarton is confirmed.</p>
	Bus stop and Interchange kerb design	
202	Recommends the Kassel kerb design for all core route bus stops and interchange facilities. These design principles help align the bus to the kerb to make it easier for people to get on and off the bus	Suggestion to be passed to detailed design team.

	Riccarton Road Bus Priority - negative comments	
34	How about communicating with the residents and business owners before telling us your 'bright' ideas and stop wasting ratepayers money on letters and "Picture Books" of your proposals.	Concepts and ideas are created and shown to the community to get feedback. This feedback is then used to determine the final proposal.
40	Busses are good, but do it later when all the roads are at least fixed. It's unconscionable to spend this money here when so many don't even have a paved road to their house and I will not knowingly vote for a Councillor who supports it.	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.
72	These proposals will make the roads and navigating them an absolute mess. You need to employ better planners.	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.
93	<p>The proposal needs to be thought out a lot more carefully with less emphasis on buses and more on overall traffic flow, and without penalizing shop owners who pay exorbitant levels of rates to be there. Putting them out of business will do nothing to help the area, but just play into the hands of the mall owners who already control most of the business there.</p> <p>The whole things seems like a big PR whitewash, as suggestions that have been made in the past have been completely ignored and little effort seems to be made in helping the strip shops in the area. A good example of this was receiving the notice of a meeting in the post the day after the meeting was held.</p>	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
191	Riccarton Road one of the narrowest and busiest roads in the city should not be promoted as a cycleway. At places it is proposed to share with the bus this is absurd, would you want your child biking down here amongst this traffic? I wouldn't, you need to take the cycleway away from this road.	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route.</p> <p>There are 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>
203	I always use buses, Division St is not the place we chose. E-Can and and their stupidity, we lost the Metrostar much to all patrons and bus drivers disgust. We did not need another major expensive muck up!! The lounge is not needed. Residents are never listened too so really do not know why I bother writing in!!	The bus lounge at Division Street has been approved by Council.
193	<p>The options presented are impractical and do not address the overall problem of large amounts of traffic now using the west of the city for work, school and through traffic. Riccarton Road is only a part of this equation and the traffic problem, including public transport, will not be solved by giving buses priority and removing parking places.</p> <p>A frequent comment made to us was: What's the point of making a submission? They have already made up their minds. Residents rightly point to the decision made re the Bus Lounge on Riccarton Road which was unanimously opposed by the Riccarton/Wigram Community Board and opposed by both Residents' Associations based in Riccarton</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.
228	<p>Oppose in general - specifically Clarence- Deans - key issue is proposed removal of on-street parking, especially during some of the busiest parts of the day.</p> <p>Consider customers are more likely to shop if they are travelling by car - unlikely that bus passengers will do this.</p> <p>Questions economic justification for bus lanes</p> <p>If bus lanes go ahead request retention of parking outside 81 Riccarton Road</p>	There is parking at the rear of 81 Riccarton Road and access to services such as the ATM is provided from Picton Avenue. The removal of on-street parking 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. There is parking on Ayr Street for park users and there will

		<p>be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.</p> <p>The parking is required to be removed on the southern side of Riccarton Road as this is on the approach to the intersection and will offer public transport benefits outside of peak times, which many submitters have requested.</p>
	Cycle facilities	
40	Cyclists won't use a far longer alternate route (I'm one) so don't plan for that.	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan and the project team are aware cyclists use this route and will continue to use this route hence the provision of on-road cycle lanes.</p> <p>The Major Cycleway (Uni-Cycle) will run parallel to Riccarton Road and will allow non-confident cyclists who do not want to use Riccarton Road to use this alternative route.</p>
55	I do not want to see bus lanes in Riccarton Road unless they are a part of a comprehensive move to also set up cycle lanes that are removed from vehicle traffic. A fully integrated plan is required.	<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 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>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 route.</p>
181	As a commuter cyclist neither option will make Riccarton Rd a safer place to cycle.	<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 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</p>

		completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic. 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 route.
218	Shifting of the bus stop will not adversely affect improvements of time of travel for the buses. A bicycle lane from Clarence/Matipo St on the south side of Riccarton Rd is not warranted even thou safety of cyclists is very important. Your data on No's travelling the route is basically flawed. The taking away off car parks on the south side off Riccarton from Clarence/Matipo Street from a cycle lane is not warranted. Your data on cyclist travelling Riccarton Road is incorrect and flawed. No car parks in front off out business will have a very big effect on sales. Many customers still prefer parking on Riccarton Road when possible. Our business will not be the only one affected if car parks are removed for a cycle lane. Make car parking on Riccarton Road thirty minutes only. This will increase flow of customers that shop the retail shops on Riccarton Road.	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route.</p> <p>Parking is available at the rear of shops and Council are proposing to time restrict car parks in the off-street car park to the north of Riccarton Road. The removal of on-street parking 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.</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>
222	Pedestrian safety & priority are very important for me & at the moment they seem to be absent from planning on Ric Rd. You don't want to have to wait 5 minutes to cross the road. We want more people out walking & meeting	There are several signal controlled crossings on Riccarton Road between Clarence Street and Matipo Street.
173	As far as improving bus travel to and through the area and thereby achieving the aim of more people using buses and leaving their cars at home, this seems to be extremely naive. Riccarton Road is (unfortunately) an arterial route heavily used by cars and this is unlikely to change. As I own a business on Riccarton Road I observe buses passing by in both directions at all times of the day. The average number of passengers on a bus at peak times appears to be around six people. To even gain 10% to 15% more people on buses at peak times seems to be unlikely. Even if this were achieved it is not going to reduce the numbers of cars using Riccarton Road as an arterial route. In an ideal situation, Riccarton Road in the central business area would be for buses, service vehicles, pedestrians and cyclists, with adequate peripheral parking for cars and all through traffic would use other routes; - but this is never going to be possible We are a society and a city that is entrenched in the convenience of using our cars and this is not going to change. Is prioritising bus travel through Riccarton going to achieve a real cost to benefit ratio at any level?	<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> <p>Blenheim Road and Fendalton Road are highlighted as vehicle</p>

		routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
	Pedestrians	
93	<p>Without a reduction in traffic volumes along Riccarton Road, planting a few trees won't help to improve the pedestrian experience. Crossing the road is difficult today, with pedestrian crossings few and far between.</p> <p>The signalised crossings take forever to stop traffic and then give pedestrians a very short time to cross the road, before another very long wait watching traffic crawl past. It's not surprising that so many people cross between the lights, dodging traffic on the centre line. The zebra crossings are routinely ignored by drivers, and are more dangerous than crossing at other points - at least there you aren't expecting traffic to stop.</p>	<p>Providing good journey time reliability for bus passengers makes the bus network more attractive to people who do not currently use the bus. If more people use the bus, more people can travel along Riccarton Road in fewer vehicles.</p> <p>The signal timing and phasing will be considered further at detailed design.</p>
	Retail owner concerns - Central Riccarton	
94	<p>The proposal needs to be thought out a lot more carefully with less emphasis on buses and more on overall traffic flow, and without penalizing shop owners who pay exorbitant levels of rates to be there. Putting them out of business will do nothing to help the area, but just play into the hands of the mall owners who already control most of the business there.</p> <p>The whole things seems like a big PR whitewash, as suggestions that have been made in the past have been completely ignored and little effort seems to be made in helping the strip shops in the area. A good example of this was receiving the notice of a meeting in the post the day after the meeting was held.</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> <p>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 a core Public Transport route. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
180	S Centre (Westfield Riccarton) Any loss of street parking will have a detrimental effect on Riccarton Road retailing activities.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.

191	As a concerned property owner losing the car parks on the south side between Division and Rotheram Streets is a big concern for us. North side has public car parking but there is no public car parking on south side to replace these lost parks. There are private car parks at rear of these buildings but they are not for public use.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.
Parking loss Riccarton road		
150	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.	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.
193	Our Association supports the businesses on Riccarton Road in their concern at a loss of parking. The reality is that loss of parking will mean loss of business and make them, in many instances, uneconomic.	The removal of on-street parking 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. There is parking on Ayr Street for park users and there will be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.
Parking Loss for Business 11- 13 Riccarton Road		
52	This is extremely concerning to our business at 11 Riccarton Road. Without parking during five of our busiest hours this will have a severe impact on the business – we are in the final stages of negotiating a lease with the landlord that will involve large capital investment on the building and business from both parties.	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

		<p>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>
116	I wish the Council to reconsider and find an alternative plan. I will be directly effected by this proposal (on street parking outside business at 11 Riccarton Road)	<p>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>
127	Businesses at 11 and 13 Riccarton Road 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. One (Arjee Bahajee) has very limited access for trucks and no practical customer parking.	The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to

	<p>Rental income 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 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).</p> <p>Informed belief that imposition of loss of the only remaining car parks as proposed would spell the death knell for my 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>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>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</p>

		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
	Parking loss Riccarton and Deans	
193	The proposed loss of parking on Riccarton Ave and Deans Ave will adversely affect recreational users of Hagley Park, especially the Deans Rugby Fields. Our Association is opposed to parking on the polo grounds.	<p>Parking on the Polo Grounds is outside the scope of this project.</p> <p>The removal of on-street parking 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. There is parking on Ayr Street for park users and there will be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.</p>
	Concerns about effects on side streets eg Kauri/ Rata/Rimu	
53	I am extremely concerned about the bus lanes either way on Riccarton Road. Encouraging the traffic away from Riccarton Road into Kauri Street and then down Rata Street/Rimu Street is fool hardy to say the least. the traffic from 4.30 onwards is already a problem with cars racing down Rata Street to avoid Riccarton Road	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
142	<p>My wife and I are residents living one block north of the section of Riccarton Road where the bus priority measures are proposed. Concern about Kauri and Rata St rat running as a result of council decision for No right turn from Kauri St, and that it may increase through traffic and impact on residential streets in the neighbourhood.</p> <p>The Council's plan to redesign this section Riccarton Road to make it easier to bus, walk and cycle is also likely to encourage other motor vehicles to avoid this route. Our submission relates to the likely impact this may have on residential streets in the neighbourhood.</p> <p>Recommend closing Kauri Street.</p> <p>"It is not that long ago we lobbied successfully for our streets to be made slower and safer through narrowing and planting. This proposal may undo all that work. We fear it may only be a matter of time before another street re-design is proposed, this time to help Kauri and Rata Streets cope with increased traffic flows. That would be totally unacceptable to the residents in the area.</p>	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in

	<p>These bus priority options are both likely to produce the same negative impact so, short of scrapping both (which we accept is unlikely to happen), we propose closing Kauri Street completely to motor vehicles at the point where it narrows just north of the existing service lane entrance.</p> <p>Closing Kauri Street to traffic would improve cycle and pedestrian safety and access to schools and to Riccarton Bush, particularly for Boys and Girls High students and visitors to the markets at the weekend.</p> <p>Closing Kauri Street to traffic is also totally in keeping with, and would cement, the well-stated objectives of the Riccarton-Kilmarnock Residents' Association to resist medium density development north of Riccarton Road and retain our status as a Living One buffer between Riccarton Bush and the commercial creep of the business area.</p> <p>We realise it would be of some inconvenience to residents in Kauri Street (and Rata Street west), who would then be located in a cul-de-sac and would need to enter and exit via Rimu Street, but we suggest the benefits are far greater in terms of the Riccarton Bush precinct environment and our residential neighbourhood.</p> <p>We also think it is unlikely making Kauri Street a cul-de-sac would produce any significant increase in traffic flows along Rimu Street given the slowing effects of the four-way Stop sign at Rata Street and the fact Riccarton Road east-bound traffic would have little to gain by detouring at that late point.</p> <p>From a traffic management point of view, there is little to choose between the two bus priority options. Both will improve flow and safety for buses, cycles and pedestrians; and both will hinder or make no difference to the flow for other vehicles, depending on the time of day. Traffic flow off Riccarton Road along Kauri and Rata streets could increase and, if that happened to a significant extent, council may have to take further steps to mitigate or cope with it.</p> <p>At the very least we submit Council should re-state its position regarding preserving or reducing current traffic flows around the Kauri, Rata, Rimu and Titoki Street area; then complete detailed traffic modelling to reveal to what extent these bus priority proposals are going to impact on traffic flows around these streets, not just at peak times, but also at weekends.</p> <p>We submit those results should be used to inform a wider traffic management proposal to limit traffic flows on our streets before either bus priority option is finalised.</p>	<p>future if required.</p>
217	<p>With plans like this it is the consequential effect that worry. Kauri/Rata is already an AM/PM racetrack for vehicles escaping Ricc Rd. I can see it getting worse. (Vehicles take the RH bend on the wrong side of road!!). Also I can see Ricc Rd from Rotherham to Kauri being full of fumes as buses belch exhausts under the shop overhangs. I trust someone has actually gone on site and made sure the measurements work (not just sat in an office).</p>	<p>Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.</p>
15	<p>Other - outside scope</p> <p>The main holdup for my route from Addington to Ilam (since the 120 was discontinued) is Clarence St. I have spent 40 minutes in a bus getting from Lincoln rd to Riccarton Rd. Intolerable. Could we please have bus lanes down Clarence Street.</p>	<p>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.</p>

53	<p>In recent years we have had cars cutting the corner of Kauri and Rata street and then spinning out of control. In one case a car ended up facing the wrong way on the grass verge and in another case one of the cars parked on the road was clipped.</p> <p>The compulsory stops on the corner of Rata and Rimu Streets are a joke. Each day when I walk my dogs to the Bush I count numerous cars slowing down but not stopping at the compulsory stop. Stop means Stop in the road code.</p> <p>A large number of students walk from Riccarton to Boys High and we have observed some close shaves already at this corner.</p> <p>The area surrounding the Bush is unique to the city and to encourage more and more traffic on that side of Riccarton Road will totally destroy the area.</p> <p>Saturday mornings are a nightmare with cars parked right up to and sometimes partially across driveways it is high time that the traffic wardens policed this area. The road code clearly states that cars must not park within a meter of a driveway. Encouraging traffic to bypass Riccarton Road will be an accident waiting to happen.</p>	<p>The proposals do not encourage people to bypass Riccarton Road. The proposal aims to ease traffic flow through Central Riccarton so it would be less desirable to rat-run through the local streets.</p>
71	<p>The District Plan will have an adverse impact on this development, because the commercial fringe along Riccarton Road will be re-zoned as commercial core, allowing buildings up to 20m high along the street.</p> <p>Consider the fact that if area is re-zoned commercial core there will be a different feel and much more shade in this area.</p>	<p>The proposed height rules in the draft replacement District Plan are:</p> <p>Commercial Core (District Centre) - 20 metres or 12 m within 30 metres of residential.</p> <p>Commercial Fringe (District Centre) - 12 metres</p> <p>Corner sites (sites with frontage to two intersecting roads in the Commercial Fringe of a District Centre) - 16 metres where the top storey of the building shall not extend more than 25 metres in length from the intersection, or 25 metres in depth from the road frontage.</p> <p>Riccarton is a district centre.</p> <p>The current City Plan classifies Riccarton as a District Centre around the Mall and a local centre elsewhere. It is zoned as B1 Local Centre and B2 District Centre. The current height limits are: B1 (Local Centre) 8 metres & B2 (District Centre) 20 metres</p> <p>The District Plan allows for certain development as above. We are not aware at present of any re-developments at this height.</p>
77	<p>Firstly, this is a great forum through which to seek public consultation, I think this is excellent.</p> <p>I was just wondering whether anyone had considered the merits of extending a tram line from Clarence street feeding back into the CBD. Now this might sound outrageous, but is there any reason why this couldn't run through Hagley park in virtually a straight line continuing onto the Armagh street lines? It would provide both an excellent, direct and scenically stimulating commuter journey for Riccarton residents to the CBD and equally provide a picturesque, direct and convenient access for visitors to and from the CBD, many of whom will stay along the Riccarton road stretch. I have no doubt that a tram line running from Clarence street into the newly developed CBD would receive excellent patronage, day and night from all members of our community.</p>	<p>The Council's 30 year strategic transport plan - "Christchurch Transport Strategic Plan 2012, includes the integration of a future rail network in to the city overall transport system. The Accessible City Chapter of the recovery plan highlights that in the longer term, a public transport network investigation will be undertaken to confirm the needs and staging for future options. The central city transport system has allowed for possible mass transit requirements. Since the earthquake the issues of rail is being looked by Council and its Urban Development Partners in the planning of future rapid public transport. The UDS has recently reviewed all the pre earthquake planning that was done on the future of rapid public transport, including rail, and is now working on a plan to progress the more detailed plan for the future network.</p>
107	<p>I am not convinced a bus lounge is necessary. The facility takes up valuable main street retail space, How about a super stop like that proposed on Manchester St in the ACC proposals.</p>	<p>The bus lounge for central Riccarton is required as unlike the An Accessible City proposal (where CERA is able to acquire the necessary land), there is limited footpath space in Riccarton. Nevertheless, in June 2014 the Council had proposed a super stop at the existing bus stops outside the Westfield Mall, but we were unable to secure an agreement to lease a small part of the Mall's</p>

		car park to allow the proposed to go forward. This would be outside the scope of the project budget.
166	This isn't related to Riccarton Road, but potentially traffic planners will read this and I have a desperate plea: PLEASE STOP MAKING DUAL CYCLE CROSSWALKS AROUND CHRISTCHURCH!!! These dog leg crosswalks have appeared on brougham and Bealey. The first one was on Carlton corner. They force pedestrians to wait 2 light cycles to cross. for what!? so cars can get there faster? drivers aren't in the cold or the rain. they can wait the few extra seconds so people on foot don't have to wait several extra minutes. I have witnessed many people walking against the lights or sprinting through the intersection to make it in time. Neither of these are safer than the old single crossings. Please please stop making these crossings, before somebody gets hurt.	Comments noted. No staggered crossings form part of this proposal.

Issues raised at information sessions

Drop in information sessions		
	Access for the elderly and disabled - check ramp and general access to Division Street entrance of Westfield Riccarton	Concerns around the access to the Mall will be passed to Westfield, this is not Council's responsibility.
	Get property to look at confirming the allocation of all parking on the northern side	Investigations are underway to determine the extents of Council owned parking in the off-street car parks on the northern side of Riccarton Road.
	Business owner on southern side of Central Riccarton been provided with relevant data and information but does not believe the number of cyclists using Riccarton Road justifies the loss of parking.	Parking is available at the rear of shops and Council are proposing to time restrict car parks in the off-street car park to the north of Riccarton Road. The removal of on-street parking 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. It isn't solely about car parks vs cycles, it is also to improve the street environment, to encourage sustainable transport, & reduce side friction to ease traffic flow. Information on the number of cyclists using Riccarton Road can be obtained from the Council database online via http://www.ccc.govt.nz/cityleisure/projects/improvechristchurch/transport/trafficcount/index.aspx
	In the last few weeks buses going west near the corner of Division St and Riccarton Road periodically (at least once an hour) cause very noisy vibration (like a pile driver or earthquake) as though they are going into a hole in the road. Very disconcerting for staff and customers	Customer Service Request has been issued for maintenance to check.
	Where do electric bikes or segues go on the road?	Electric bikes, Segway's, motorised skateboards, etc. are defined as low powered vehicles and they must not be ridden on the roads. However, bikes that are primarily <u>muscle powered</u> but may have powered assistance (electric, petrol, etc.) can be ridden on the roads. The link below takes you to the NZTA page. http://www.nzta.govt.nz/vehicle/your/low-powered.html
	<ul style="list-style-type: none"> trees - leaf drop issues, shading, obscuring of signs, obscuring pedestrians and driver vision including buses cycle lanes and cycle parking - how are they justified? effects of changes on traffic flow in surrounding residential streets such as Kauri and Rimu Street. Closure of Kauri Street (after entrance to laneway for parking) identified by some attendees. specific questions from affected businesses/property owners about how they will be affected Julia Saulsbury with relevant background information e.g. strategic plan. She has 1997 Traffic Management Plan. 	<p>Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.</p> <p>It is proposed to reduce the number of trees in the design and they will be replaced with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.</p> <p>It isn't solely about car parks vs cycles, it is also to improve the street environment, to encourage sustainable transport, & reduce side friction to ease traffic flow. Riccarton Road is a local</p>

<p>La Vida CCC community network meeting (see also minutes of meeting)</p>	<ul style="list-style-type: none"> • Width of road - how to fit it all in - where will the buses go, how will you fit the trees in? • Cleanliness/tidiness - Council needs to provide facilities and maintain cleanliness and tidiness to a higher standard • Numbers of mobility scooter users in Riccarton have increased greatly in recent years - please provide for their access and provide suitable parking • It will be good to keep students off pavements so that pedestrians and mobility users can use the footpaths - general comment • Business opposition re parking - ongoing issue- how is this being addressed? 	<p>cycleway and there are existing cyclists that use this route.</p> <p>In Central Riccarton, buses will be in the general traffic lanes in both options, although in Option B buses can use the peak hour bus lanes.</p> <p>All pedestrians are entitled to use the footpath.</p> <p>Council is proposing to time restrict the car parks that are available for public use in the off-street car park to the north of Riccarton Road.</p>
<p>Rewi Alley Cultural Centre - session for Chinese Community</p>	<ul style="list-style-type: none"> • How long will it be before the changes are in place in Central Riccarton? • How about having a free shuttle bus from central city to Riccarton. This would help locals and also those from out of town who are here because of the hospital - providing access to accommodation in Riccarton and to the central city • How about an over bridge for Clarence/Straven -N-S - this intersection is a real bottle neck • Cost difference - A and B 	<p>The Council has no resources to fund a free shuttle service between Central City and Riccarton. It is also unlikely that ECan is able to fund this either.</p> <p>An overbridge would be very expensive and is outside the remit of the Riccarton Road Bus Priority project, which is limited to measures that can be contained within the current road reserve. It would also create issues for urban design and pedestrian connectivity through Central Riccarton.</p> <p>Option A that was consulted on could be more costly than Option B, but the cost estimates have not been finalised and will be completed when the final scheme is complete.</p>