

Riccarton Road bus priority summary of consultation feedback for Central Riccarton		
Prefer Option A	REF# 1, 3,4,6,7,8,9,10,11, 103,14,15,17,18, 20, 22 62, 25, 26, 28, 29, 30, 32, 35, 37, 38, 39, 41, 42, 44, 45, 49, 50, 56, 57, 58, 63, 65, 70, 71, 73, 75, 78, 80, 83, 89, 94, 95, 96, 97, 105, 106, 107, 108, 109, 113, 114, 115, 118, 120, 123, 124 , 125, 129, 130, 132, 138, 140, 143, 144, 146, 153, 154 , 155, 168, 171, 172 , 173, 175, 178 179, 184, 189 (11, 192, 197, 198, 200, 202, 209, 214, 215, 216, 217, 219, 222, 223, 224, 225, 226, 229.	98
Prefer Option B	REF# 2, 5, 12 19, 23, 24, 27, 31, 33, 40, 43, 47, 48, 51, 54, 59, 60, 61, 64), 66, 67, 68, 69, 74, 76, 79, 81, 82, 84, 88, 90, 91, 92 93, 98, 99, 101, 102, 103, 104, 110, 111, 112, 116, 119, 120, 122, 126, 128, 131, 134, 136, 137, 139, 141, 145, 147, 148, 149, 151, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 169, 170, 174, 180, 183, 185, 188, 190, 194, 195, 196, 201, 203, 204, 205, 206, 207, 208, 210, 211, 212, 213, 218, 220, 221, 231 232	96
No preference indicated Option A or B	REF# 13 ,16,21, 36,46, 48, 52, 53, 55,85,86, 87, 100, 117, 121, 122,135, 150, 152, 167, 176, 177, 181, 182, 186, 187, 191, 193,199	
No response A or B	34, 52, 62, 72, 77, 127, 133, 142, 227, 228, 230	
		Total 38

REF#	Option A support comments	Project team response
125, 129, 130, 138, 140, 146, 154, 155, 168, 171, 173, 175, 178, 179, 184, 189, 192, 197, 198, 200, 202, 209, 214, 216, 219, 222, 223, 224, 225	General Support - streetscape, pedestrian and cycle appeal	
7, 78, 79	This is the opportunity to improve Riccarton Road and create a modern city environment. Please make the brave decision that can actually transform this road into a world class streetscape that locals and visitors can enjoy, rather than tolerate. Go the extra mile and future proof for the next fifty years. As a bus user either option cannot happen soon enough, given the existing variability of buses.	
8	This option offers more traffic calming measures than option B. I think it also is more aesthetically pleasing.	
9, 89, 96	Great visual appeal & pedestrian safety increased. Option A represents the Garden City. This will create a pleasant street for pedestrians & shoppers.	
108	Option A is the only realistic option. Riccarton Road can be a key pinch-point for buses at any time - not just rush hour.	
130	The new cycle lanes and the removal of on-street parking are very positive.	
132	This seems the better of the two options to me. I presume the bus priority measures operate all the time and not just at peak hours. To facilitate this, the three off-peak carparks should be deleted as buses need priority at all times, not just at peak hours.	
153	Option A is better for, Pedestrian Safety, Traffic flow and aesthetic amenity	
214	People jay walk in middle of road so a refuge is a good idea. (Option A)	

175	I am strongly in support of the improvements this option will make to giving greater priority to busses and bikes, and the central medians which would make crossing the road easier and safer. As a cyclist and a user of public transport, these changes would make a huge difference to my travel experience on Riccarton Road, which I use frequently (I cycle to Riccarton Mall and then get the bus to Lincoln from there).	
217	Not entirely convinced of either option - good to have median strip - do you need trees? (planting yes). Dual bike lanes probably most benefit compared to B. Big issue will be parking and rat runs to adjacent streets. Lights by Rimu St? –  Why not make them controlling Rimu intersection - motorists turning left from Rimu to Riccarton just drive straight through red light.	It is not proposed to provide a signalised intersection at Rimu Street as this could encourage traffic through the local roads between Riccarton Road and Kahu Road. The existing crossing will be slightly relocated to the east to improve access to Rimu Street by allowing a car to sit clear of the entry lane on Rimu Street. The drivers will have better visibility of the signals.
4, 14, 36,88, 98, 143, 144, 222, 201, 208, 219,231	Support the central median as pedestrian sanctuary, to support crossing the road.	
109, 198, 222, 223	The median island and trees will give Riccarton a much nicer look	
1,3,28,29, 17,42,45,57, 63, 83,88,89, 154, 155	The trees in the middle of the street would add make Riccarton Road much more appealing as a place to linger. Trees down the middle will enhance the aesthetics of the area as well as helping purify our pollution. Trees are a key component to make Riccarton road an active environment, rather than a concrete jungle.	
38,39,37, 57, 58, 80,89	More safe for everyone. Option A is excellent, Ticks all the boxes Option A creates an asset. Substantially better than Option B.	
95, 105,107	Tree lined median island enhances safety for everyone. Give support to retailers wanting rear access for shoppers, to their premises. Encourage foot traffic from off-street parking to those retailers!! Make Riccarton buzz, but smoothly!! Central median will be great to express a change in character as you enter the shops/centre. It identifies a destination not just a through route. It will also help with mid-block crossing.	
106	We believe that Option A is the better choice, provided there is adequate off-street parking for customers of Riccarton Road businesses.	
45	Despite the loss of parking I am sure that the improvements will give Riccarton Road the feel that it is a place to walk, shop, cycle and enjoy a streetscape experience as opposed to a mall environment. The improvement in bus transit times and a more reliable service will undoubtedly increase bus patronage. Bringing more people to the bus super stop will be good for the retail businesses. Additional parking for bikes is essential.	Cycle parking is being considered during detailed design, but there will be cycle parking included.
25	Not exactly impressed but it seems like the lesser of two evils.	
50. 89	Local resident of 40 years. Supports faster bus lanes and cycle lanes and no Riccarton on-street parking.	
70	Support as a pedestrian.	
73	Supports as long as the trees don't obscure the view of pedestrian to motorist.	
118	Think that this proposal gives the right visual clues that this is a road that is going to be shared by pedestrians, cyclists, shoppers and cars and other vehicles. It will probably make sure that vehicular traffic behaves itself and possibly might persuade some to not use Riccarton Road at all.	
120	I prefer option A as it will enhance the look of the Riccarton area which is very dirty and unloved looking.	
121	The tree lined median will provide benefits for those pedestrians who choose to cross away from signalised facilities and will also provide a visual feature to slow traffic. TGSi will need to be installed at cut-downs and in the median; no directional tgsi should be installed. Another advantage of the median is that vehicles will not be able to pull into the other lane to overtake buses entering or exiting stops.	Comments noted regarding tgsi
130	The tree-lined middle will allow better pedestrian crossing. The tree-lined middle should include low curbs to allow cyclist to cross. At present, the cyclists will have difficulties to get from one side to the other.	
168	I really do like this option as it allows for pedestrian safety, and would make Riccarton look a lot nicer with all the trees in the centre of the road.	
172	I believe that option A has the capability to increase patronage to the Riccarton area due to the ambiance trees would bring. The median strip will also help with pedestrians crossing the road, something which is dangerous to both drivers and pedestrians as it is.	
178	Thank you for the opportunity to comment on the Proposed Riccarton Road bus priority measures and Central Riccarton street enhancements.  Living Streets Otautahi fully supports the installation of bus priority measures on Riccarton Road and the infrastructure that will provide safe and accessible travel for bus users and all pedestrians. We represent the many people who have no other travel options other than walking or using public transport so we are very	

	<p>keen to get this planning as good as it can be for this disadvantaged portion of the population. Done well, it will create infrastructure that is desirable for the general population too, which will have overall positive effects on congestion, pollution, enhance street safety and create a more successful, healthier walk-friendly city.</p> <p>Living Streets supports option A. Removing parking at all times of the day on both sides of Riccarton Road adjacent to the Super Stop and installing a median island creates a clear bus priority message. The median will prevent cars from pulling over to overtake buses entering or exiting stops.</p> <p>Car park removal will also provide a more accessible and safer area for people on bicycles who otherwise may be tempted to cycle on the footpaths which in turn creates a hazard for people on foot. We support alternative parking will be time-restricted parking behind the shops</p>	
179	I also like the median for pedestrians crossing the road. The reality is that Kiwis jaywalk like mad here and this makes it safer for them.	
222	Why is there no place to cross?" Being able to cross the road in 2 stages is very helpful. More pedestrian crossings please!	A pedestrian crossing is provided in the median tot eh east of Rotherham Street. There are pedestrian crossings controlled by traffic signals at the Clarence/Riccarton intersection, at Rimu Street, at the Riccarton Road/Division Street intersection and at the Matipo/Riccarton intersection.
231	We support the median strip with trees. This will make crossing Riccarton Road much easier, and we note that trees encourage spending at businesses	
Support for benefits to pedestrians and cyclists		
26,7,83, 94, 125, 140, 172, 175, 179, 197	Option A is clearly better for pedestrians and cyclists accessing the shops in the area. This includes anyone who has parked their car nearby and walks. By separating two lanes of traffic cycle lanes act to soften the environment from a noisy thoroughfare for buses and cars, to a transport corridor for all modes, including cyclists and pedestrians.	
44	Great pedestrian and cyclist friendly plan	
107	Greater emphasis should be given to pedestrian crossing of north south streets such as Mandeville (currently this is a very unsafe street to cross). Zebra crossing here would be very good and kerb build outs to reduce vehicle speeds.	Noted, but this is outside the scope of this project.
121	The permanent removal of parking also creates a more accessible and safer zone for cyclists who use this section to commute and access services and facilities in the day. This also then encourages them to stay on the road and not cycle on footpaths.	
138	<p>To that extent I'd prefer the potential of option B southern side dedicated cycle lane, but with the plantings separating the cars from the bikes.</p> <p>I tend to approach the central Riccarton area from the side streets and as a pedestrian am happy to wait the lights for controlled crossing.</p>	<p>It is not proposed to install separated cycle lanes through Riccarton. 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. Option A removes the majority of parking to allow for kerbside cycle lanes and there is minimal on-street parking to further improve cycle safety (reduced risk of 'dooring').</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. 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>
Support for cycle lanes		
1,3,4,6,28,48,57,65,94, 97, 99,100,101,102,105, 125, 183, 212, 231	Support cycle lanes on both sides of the road. Would feel safer from bus, don't want bus lane.	

111	I support the dedicated cycle lanes in option A. Although the Uni-cycle bike route is being built this year, cycle lanes on Riccarton Road encourage people to travel to Riccarton Mall by bicycle, and give cyclists a route from the west to the central city via Riccarton Mall.	
17, 94	This road layout would encourage me to cycle on Riccarton Road. Currently I never cycle on Riccarton Road as I think it is too dangerous - lots of traffic (vehicles) plus trucks and buses as well as people crossing the road anywhere and everywhere. Moving parking off the street removes the risk to cyclists from 'dooring' from motorists opening car doors into the cycle lane.	
107	I would like to see Copenhagen style cycle-ways here to further reduce vehicle speed and provide safety for cyclists.	It is not proposed to install separated cycle lanes through Riccarton. 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. Option A removes the majority of parking to allow for kerbside cycle lanes and there is minimal on-street parking to further improve cycle safety (reduced risk of 'dooring').  There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. 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.
107	Alternatively this area could be a shared footpath and cycle facilities to help slow cyclists to slow down as well! This would follow good practice design where Pedestrians are 1st, cyclists 2nd, PT- buses 3rd and private vehicles service vehicles are 4th in order of priority and importance.	It is not proposed to install a shared path in this location. This is a high demand area for pedestrians and sharing with cyclists would offer a lower level of comfort and safety for both users.
108	I bike, and I no longer shop in Riccarton because cycling to/through Riccarton is a nightmare. I presently buy on line the items I formerly bought in Riccarton. If this Option goes ahead, then it is pretty likely that my custom will come back to Riccarton. I can imagine that there are plenty of others like me.	
110	I support the dedicated cycle lanes in option A. Although the Unicycle bike route is being built this year, cycle lanes on Riccarton Road encourage people to travel to Riccarton Mall by bicycle, and give cyclists a route from the west to the central city via Riccarton Mall.	
57	Great having cycleways on both sides of the road.	
78	Support the provision for local cycling and potential amenity from introducing additional trees. The proposal also prioritises pedestrian access and safety which I support.	
89	Don't necessarily need cycle lanes down Riccarton Road currently but would be great to attract more cyclists and make this a favoured route - eg direct access to Hagley Park and the Central City	
102	Although the Unicycle bike route is being built this year, cycle lanes on Riccarton Road encourage people to travel to Riccarton Mall by bicycle, and give cyclists a route from the west to the central city via Riccarton Mall.	
231 Gen Zero	We support the dedicated cycle lanes. Although the unicycle path is being built this year, cycle lanes on Riccarton Road encourage people to travel to Riccarton mall by bicycle and give cyclists a route from the west to the central city via Riccarton mall, which will encourage patronage of businesses at the mall. We support very limited on-street parking, as this will help create a clean street where buses and bikes are emphasised and people are encouraged to make a mode shift to public and active transport. We support the median strip with trees. This will make crossing Riccarton Road much easier, and we note that trees encourage spending at businesses [1].	
192 (Red Bus)	Supports Option A rather than B for the only reason that the bus lanes in B are part time, and would result in	It is not proposed at this time to extend the operating hours.

	<p>enforcement issues - as shown in other parts of the city such as Colombo St and Papanui Road. Option A through removal of parking will allow better flow providing all intersections have bus pre-emption signalling and that any left turning traffic in front of buses is enable to turn left with out wiating for a general straight ahead signal.</p> <p>However, these options are signifiicant compromises offering only short to medium term solutions that will need to be revisited within five years as Passenger Transport numbers and retail facilities expand. Would prefer full time bus lanes on both sides to ensure no vehicle blockages during the 6-10 pm high traffic periods.</p>	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.
	Traffic Flow	
29, 36, 114, 115, 125, 129, 184, 197, 168, 197, 209	The traffic will flow better	
	Support Option A layout for buses	
32,63	Option A will be the easiest to understand as having parking available at some part of the day and not others causes confusion and compliance in existing bus lanes in currently practically nil.	
1,8	People use Riccarton Road buses daily & look forward to the improved service.	
63	Like the single bus lane	
70,75, 83, 125, 174, 184, 197, 219	Support removal of Parking	
3, 4,5,101,	Car parks slow down traffic. Loss of relatively little parking will be outweighed by improved safety and useability for bus passengers, cyclists and pedestrians - people won't get hit by doors - definitely get rid of the car parks and bring in the bus and cycle lanes!	
5	Removing on-street parking will make it much nicer to bike along too, as at the moment there is a high risk of cyclists being hit by car doors being opened in front of them.	
15	Removing the on-street parking seems the most important of the changes as it will free up extra space for cars / buses to drive.	
26	The relatively few people who would have found on-street parking in this stretch of road in the past will just have to park slightly further away, disadvantaging them only slightly.	
32	Option A will be the easiest to understand as having parking available at some parts of the day and not others causes confusion and compliance in existing bus lanes is practically nil.	
50, 102	Support removal of on street parking and access to Council owner off street car parks.	
56	Support removal of Over dimension Vehicles ( A and B)	
59	Remove all car parking for clarity and better bus flow.	
63	I like there isn't street car parking	
65	Parking removal safer for cyclists	
70	It is a great idea to take out the on-street parking to improve traffic. It is long overdue.	
75	Support removing roadside parking in affected areas in order to reduce risks associated with cars pulling in and out (holds up traffic, close calls with buses, collisions with cyclists etc).	
83	The exclusion of on-street car parking in my opinion is a plus.	
89	Don't necessarily need cycle lanes down Riccarton Road currently but would be great to attract more cyclists and make this a favoured route - eg direct access to Hagley Park and the Central City	
98	Having fewer car parks on Riccarton Road will open up the area and make it much more pedestrian friendly.	
101	Support the removal of many on-street parks on Riccarton Road as this will encourage people to use public transport over driving.	
108	If the only customers visiting Riccarton Road shops are the ones parked on Riccarton Road, then the shops can't have many customers!	
113	This option should be accepted as it takes away the need for monitoring by tow trucks and enforcement personnel.	
123	The use of Riccarton Road east of Matipo Street for private car parking is not justifiable at any time of the day given the overall demands on the street corridor. 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.	
231	Support very limited parking as this will help create a clean street where buses and bikes are emphasised and people are encouraged to make a mode shift to public and active transport.	

225(Ecan)	<p>We acknowledge that Options A and B in central Riccarton will both improve bus travel times and reliability. However, overall we prefer Option A for the following reasons:</p> <ul style="list-style-type: none"> <li>-Most of the delays for buses in the central Riccarton area are caused by drivers making right hand turns or pulling in and out of car parks. This option best addresses these issues.</li> <li>-The permanent removal of parking through the central Riccarton area will provide benefits for buses and all road users at all times of the day, every day of the week. Bus travel can be slow through Riccarton from midday each day and on weekends, which is outside of the proposed part-time bus lane hours in Option B.</li> <li>-Option A is more legible for all road users and does not require ongoing enforcement to be effective. This is a constant challenge for existing bus priority measures in busy areas, such as Merivale, which undermines the success of these measures.</li> <li>-The tree-lined median will create a more pleasant environment for Riccarton pedestrians and businesses, which will also support bus passengers walking in the area.</li> </ul>	
7	<p>Despite the opinions of most shop owners, on-road parking is often detrimental for business in that it alienates all cycle / foot traffic by making the road feel busy, loud and unwelcoming. Placing parking off road behind the shops creates a more welcoming road environment where shopper will take more time and likely spend more money.</p>	
56	Support removal of Over dimension Vehicles ( A and B)	
202 RED Bus	<p>Supports Option A rather than B for the only reason that the bus lanes in B are part time, and would result in enforcement issues - as shown in other parts of the city such as Colombo St and Papanui Road. Option A through removal of parking will allow better flow providing all intersections have bus pre-emption signalling and that any left turning traffic in front of buses is enable to turn left with out waiting for a general straight ahead signal.</p> <p>However, these options are significant compromises offering only short to medium term solutions that will need to be revisited within five years as Passenger Transport numbers and retail facilities expand.</p>	Traffic signal operation will be refined during detailed design.
<b>Option A suggestions</b>		
153	<p>Suggestions for amendments to Option A</p> <ul style="list-style-type: none"> <li>• Install a special 'B' traffic signal at the Matipo St intersection so westbound buses can go first</li> <li>• Install patterned surface arrangement across Riccarton Rd carriageway to the west of Kauri St, and also between 92 &amp; 97 Riccarton Rd, to enhance driver awareness they are entering a high-volume shared space section of the corridor.</li> <li>• Install patterned surface arrangement on all three of the pedestrian crossings at Division St, not just one</li> <li>• Consider how to make it simple for eastbound cyclists to turn right into Division St (i.e. will they need to dismount and use the pedestrian crossing?)</li> <li>• Do not fell the existing mature trees outside 111, 111b and 111d Riccarton Rd. Adjust the location of the signalised crossing to slightly further east to permit these trees to remain.</li> <li>• Introduce a signalised pedestrian crossing on Riccarton Rd at Rotherham St (between 109 and 111).</li> <li>• Remove the raised landscaping on the southeast corner of the Riccarton Rd/Rotherham St intersection to allow left-turning drivers and pedestrians a clearer view of each other</li> <li>• Ensure plenty of comfortable public seating is available throughout the project area, preferably facing the path of the sun</li> </ul>	<p>Traffic signal operation will be refined during detailed design.</p> <p>Any patterned surfaces in the carriageway and at crossings will be subject to the project budget. At this stage it is not proposed to include any on-street paving.</p> <p>Consideration was given to right turning cyclists into Division Street, however it was not possible to hold cyclists safely in the intersection through the median as there would be insufficient room and cyclists would be required to change lanes to access the median.</p> <p>It is not proposed to add further signal controlled crossings in this stretch of Riccarton Road, there are crossings at all the signal controlled intersections, a mid-block pedestrian crossing controlled by signals and an uncontrolled crossing as part of the median to the east of Rotherham Street.</p> <p>An independent Arboricultural report has been undertaken. Due to the nature of the work this will adversely affect some tree which have been identified and will require removal.</p> <p>Landscaping, seating and other street furniture to be considered in detailed design.</p>
173	<p>I think replace every third or fourth tree with a column to permit banners and/or other decorations would be a good idea and promote the idea of central Riccarton as a destination and to enhance the environment in the central business district.</p>	Suggestion to be considered in final design.
175	<p>I would also like to see some solutions to help busses turning right from Riccarton Road onto Clarence Street, as this seems to be a place where busses are held up.</p>	Traffic signal operation will be refined during detailed design. Suggestion to be considered in final design.
188	<p>Provide a pedestrian crossing across Riccarton Road on the eastern side of the Matipo/Riccarton Intersection. Extend the bus lane right to the intersections, so that buses don't need to merge with turning traffic at intersections. If this option is chosen then discourage through traffic using Riccarton Road, or else they will</p>	Kerbisde lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the

	delay buses.	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. It is not proposed to re-introduce a pedestrian crossing on the right side of the Matipo Street as there is a right turn demand into Riccarton Road including bus movements and this would add delay and queuing on Matipo Street.
199	Safer for pedestrians, also safer for motorists because of the separation of cars travelling in opposite directions. Looks attractive. Agree with getting rid of on-street parking.	
	Support for parking changes	
6	Adjacent streets are already fully occupied with cars parked 8-5pm Monday to Friday eg Bradshaw Tce - where Councillors and CCC staff have assured residents that parking restrictions would be pursued why not P120s as in some other local Streets. Need to have a parking plan for all the surrounding streets to be set up if possible before work begins on Riccarton Road.	There are parking restrictions in place on streets adjoining Riccarton Road including Rimu St and Kauri Street. The parking at the rear of the shops is proposed to be time restricted to improve turn-over for shoppers.
10	The main problem is removal of car parks. This can be compensated by restricting parking on adjacent side streets for 1hr or 2hrs. It will be a great help for businesses as at present cars are parked on side street all day & monopolise for short term parks.	There are parking restrictions in place on streets adjoining Riccarton Road including Rimu St and Kauri Street. The parking at the rear of the shops is proposed to be time restricted to improve turn-over for shoppers.
59,79,15	Remove all parking for clarity and better bus flow, also future -proofing	It is proposed to retain two P60 spaces and a P5 space for loading for visitors to the area. The remaining public car parking will be provided at the rear of the shops on the north side.
179	Option A only retains 3 carparks; I'd prefer they all go--or become handicap spaces.	It is proposed to retain two P60 spaces and a P5 space for loading for visitors to the area. The remaining public car parking will be provided at the rear of the shops on the north side. It is not proposed to provide mobility spaces on the main road.
	Parking loss concerns	
173	I would support the idea of removing the parking along Riccarton Road in this section, but have some limited reservations about removal of parking spaces on the North side. This is mainly because all the businesses, (including mine at 128 Riccarton Road) have their own parking, - for which we pay and any removal of parking on Riccarton Road will increase pressure from casual parkers using our spaces illegally. We already have considerable problems with this happening and removal of parking on Riccarton Road could potentially make this worse. If however, Council Parking behind Riccarton Road is enhanced and is better signposted then this should go some way to alleviating this problem. Removal of parking outside of my business will actually improve the visibility of my business to passing vehicles travelling East, although the median strip with trees reduces visibility to vehicles travelling West.	It is proposed to mark and/or sign Council owned spaces available for public use so it is clear to visitors where they can park. This will be detailed further during detailed design.
226	Whilst our large membership base supports a plan which optimises buses as priority on Riccarton Road, we are mindful of the impact on other modes of transport. We would support the removal of all on-street parking in the Matipo Street to Straven Road/Clarence Street area but believe Council needs a robust alternative parking plan utilising not only the lane-ways behind the businesses on the North Side of Riccarton Road but also in the area of Westfield Mall (perhaps additional parking in the mall's carpark itself).	
	Choice of trees	
25	I would much prefer a choice of trees which do not drop loads of leaves all over the place and it seems the choices you've presented in trees are all likely to do that. The choice of trees needs a rethink with regard to leaf litter please.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter

44, 79, 96, 98	I don't understand why no native trees are considered. NZ's flora is so unique, Christchurch is THE city of NZ's South Island - it should be proud of its uniqueness by planting locally sourced indigenous species around town. There are enough of them that have a short and narrow appearance, suitable for street trees. Exotic trees are planted at the expense of native habitats. Prefer to see 'endemics' instead of exotics. You should consider native plants/trees (cabbage trees, pseudopanax etc).	Native trees were considered when choosing the tree species for the proposals. However in this case the Hornbeams and Red maples' characteristic better suit the street environment. Native plants appropriate for this street environment will be considered for the plant beds.
120	I hope the Council completes the project as displayed to ensure the residents don't have to contend with a half finished mess with none of the benefits. Planting the trees in the middle of the road will hopefully stop the students vandalizing them, a problem in our area. Hopefully when it is finished the Council will ensure the area is keep clean and rubbish free unlike the present situation. I live in hope that the Council will not expect the smaller local streets to become major diversions. Finally I hope the whole project is reviewed in five years time to ensure that the expected bus use has actually occurred and if not the bus lanes are removed.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter
226	We are happy to leave the choice of tree species to experts in this area.	
202	Prefer no deciduous trees planted on core route bus routes. Leaves get into radiator intake necessitating regular cleaning to avoid engine issues <i>Prefer columnar hornbeam (but this is deciduous).</i> Prefer any evergreen that doesn't cause obstruction or visibility issues	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. The trees will be pruned/ limbed up prior to planting for sightlines.
215, 217	Don't need trees	
62	Consider no trees down the centre of Riccarton Road - will shade from sun and will need funding for maintenance in the long term	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter.
65	I don't think it's necessary to have trees in the middle of the road, but it would have nicer feel than just concrete.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low.
67	We do not like the idea of a tree-lined median island and especially using hornbeams which are incredibly unattractive in autumn/winter, losing their leaves at different times.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Hornbeams have proven to be a successful and hardy tree in a street environment. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter
	Bus Stops	



6	Reduction of bus stops seems to run counter to project objective 'improve access for passengers'. If stops are not close to where people want to go they are less likely to become passengers. Suggest moving the present stops at 103 (south side, west bound) and 110 (north side, east bound) Riccarton Road to just on the east side of Clarence Street/Straven Road intersection at about 82 (north side, Theo's fish shop) and 91 (south side, green Korean shop, Windmill centre) where both would benefit from the shelter of shop verandas and bus priority signals for east and west bound buses at Clarence Street/Straven Road. Then perhaps existing stops and shelters at 65 (St James Church) and 62 (Copyland), where there are few passengers in my experience, could be removed if desired, thereby enhancing the appearance of that area.	The stops at 103 and 110 Riccarton Road are to be removed to provide one central bus stop in Riccarton. There are no proposals to change other bus stops at present.
	Traffic management	
9	Would like a traffic light at 154 Riccarton Road so cars can see when safe to enter intersection. "All that is needed is for traffic light to mirror what traffic see down Matipo Street". Very hard to guess & unsafe. When turning out of 154 Riccarton Road you can't see traffic lights.	It is not proposed to install a traffic signal for the entry/exit to the Motel.
17	I think it makes much more sense to encourage through traffic to drive via Blenheim Road into the central city, rather than use Riccarton Road.	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.
6	Suggest right turns at some or all of Rotheram St, Rimu St or Kauri Sts - if only at peak hours, because right turners slow the traffic and create 'bottle necks'.	It is proposed to restrict right turns at Kauri Street and Division Street. The solid median will self-enforce the banned movements. The median will also allow vehicles to sit clear of through traffic.
30, 130	30k zones before and after bus lanes. Solution to people jumping from behind trees?	It is not proposed to reduce the speed limit through Central Riccarton at present. This could be monitored and reviewed following implementation. The design promotes a slow speed street environment.
65	I'm not sure if the short sections of bus lane will solve the problem of congestion, and ideally I'd like the full bus lane from Option B with no car parking spaces.	Option A removes the majority of car parking spaces to ease traffic flow. This in addition to rationalising the number of bus stops (from 2 stops to 1 central stop) will help buses pass through Riccarton more quickly.
65,108	For both Option A and B I would like to see more of those yellow posts to stop cars from pulling into the bike lane when turning left at intersections (eg. Coming from Clarence and turning left onto Riccarton Rd you could have something similar to the yellow posts at the Strickland/Brougham intersection)	It is not proposed to install flexiposts at this time. This can be monitored and reviewed.
146	Need a bus priority lights on the corner of Straven Road and Riccarton Road to give the buses a head start when they head into town.	Traffic signal operation will be refined during detailed design. Suggestion to be considered in final design.
179	I think in time Riccarton should become a car-free/bus only area or a slow-car area like Fort St. in Auckland. Cars should be withdrawn from this area and diverted around it.	It is not proposed at this time to re-route traffic from the Central Riccarton area. However, this is a pedestrian priority area and the scheme looks to slow traffic whilst improving traffic flow.
	Road Layout	
174	Where bus stops are installed, I think the passenger waiting and embankment areas should be "islands", with the cycle lanes going between the island and the footpath.	It is not proposed to provide separated cycleways on Riccarton 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 large numbers of passengers boarding at this location, which would require large waiting areas. There is limited room in the road corridor.
	Need bus lanes in both directions	
6988,90 98, 105,152	Need bus lanes as well as parking removal to stop buses getting caught in traffic	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 no 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.
226 (AA)	We would welcome your thoughts on how the option A changes will impact traffic movements on both Kilmarnock Street and Blenheim Road.	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.
90, 91	NO car lanes between Straven and Matipo - would leave more room for shoppers and outside space such as tables. Divert car traffic away from this section of Riccarton Road but make sure they can get to parking at the back of the shops.	It is not proposed at this time to re-route traffic from the Central Riccarton area. However, this is a pedestrian priority area and the scheme looks to slow traffic whilst improving traffic flow.
	Pedestrians	
25	One thing your proposals do not address, which I, as a regular pedestrian and bus user in Riccarton would very much like to see is at least one pedestrian over bridge, perhaps at the site of the Bus interchange, and perhaps utilising the lane way between the AA building and Kathmandu. The centre island is all very well for able bodied pedestrians, but will it be able to cater for those with mobility difficulties, wheel chairs, mobility scooters and walking frames?	A pedestrian overbridge is not being considered as part of this proposal. An over bridge would require lifts/access ramps that can not be accommodated in the road corridor.
50	Strong concern about need for safer pedestrian crossing near Rimu Street - currently unsafe	There is a signal controlled crossing at Rimu Street. There are also signal controlled crossings at Division Street.
	Continuous Bus Lanes	
175	I think bus lanes need to be continuous. I also prefer A to B because some of the sections of bus lane appear to only be operating during peak times in option B. If bus lanes are only operating during peak-times, I think the bus lanes should be continuous, and not just in small sections of the road, as appears to be the plan with option B.	Bus lanes are more beneficial in providing journey time reliability to passengers if continuous. Option A would provide greater benefits during the day outside peak times.
214	24 Hour Bus lanes needed	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.
	Bi-directional bus lanes	
196	Bus lanes in only one direction is inadequate, especially at peak traffic times. However, keeping the bus line for buses/cyclists only at all times (rather than allowing off-peak car parking) is a great idea.	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. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, and if used narrower bus lanes to also incorporate a median, on-road cyclists would have to take the lane in front of a bus which could be intimidating for cyclists. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements.
	Cyclists	
45,105	Additional parking for bikes is essential.	Suggestion to be considered in final design
90, 91, 217	Need cycle lanes in both directions	Suggestion to be considered in final design
159, 160,	It would be great to have dedicated cycle lanes as in option A as it would make it a lot safer for cyclists	It is not proposed to provide separated cycleways on Riccarton 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.
173	The provision of a cycle lane in each direction would seem to be beneficial, although I have some reservations about safety, (even with the provision of cycle lanes) due to the huge volume of traffic using Riccarton Road as an arterial route.	Option A provides a cycle lane on each side through much of Central Riccarton.
181	There needs to be a consistency in both the east and west direction for cycle lanes. The ability for cyclists to go from Hagley Park north directly to Riccarton Rd heading west would also be an advantage to ensure cyclist compliance and minimise danger.	Option A provides a cycle lane on each side through much of Central Riccarton.
	Bus passenger services	
49	Put sign language at the bus stops. I hope put some easy read bus stop and metro info	Comments to be passed to Design Team for PT lounge.
73	To offer some form of protection to the cyclist is it possible to include a similar barrier as used on Ilam road by the University. The barrier could be less aggressive than the Ilam road version and would serve maintain the 1m gap between cars and cyclist.	It is not proposed to provide a separated cycleway on Riccarton Road. The Uni-Cycle, which runs parallel to Riccarton Road will provide a higher level of safety and service for cyclists.
75	(A and B) Concerned about removal of the secondary Riccarton shopping area bus stops on both sides - without these it is a very long way to drag heavy shopping to a single stop if you are on foot and haven't stolen a shopping trolley from the mall! Understand the difficulty the double-stop poses for traffic flow however.	The two sets of stops in Central Riccarton need to be rationalised to provide one central stop for passengers.
<b>Option A negative comments</b>		
1, 173, 181	Concern that cyclists not separated fully from cars	On-road marked cycle lanes are to be 1.8 metres wide. 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.
2	Bus stops too far from passenger lounge - buses will be missed	The bus stop for westbound buses is located outside of the passenger lounge. The option of a northside bus lounge is still being investigated.
30, 191	Pedestrian crossings! Need them badly.	There are multiple signal controlled crossings in Central Riccarton. A mid-block uncontrolled crossing is being provided through the median to the east of Rotherham Street.
69	I think it fails in its main object to get buses moving through Riccarton if there is no great length of bus lanes. And a token 100m or so westbound is senseless, all you will end up doing is making the street pretty with red maples without addressing the problem you've been tasked with. Buses will still be stuck in traffic, so no incentive for people to make a modal switch.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for

		the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow.
79	While the reduction in parking is a positive step, this option lacks the future proofing capability of option B. Ultimately, if Christchurch is to focus on becoming an urban centre that is conducive to an easy access city centre public transport will take a major load of commuters. As such, the number of buses required on Riccarton road in both directions will likely increase. Addition of a bus lane to option A is very difficult given that there is a large median strip and there is no real room for expansion on Riccarton Road. If this option is adopted it should be coupled with priority traffic lighting for buses.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow. The proposed median will protect the space required for any future changes to Riccarton Road, and not all of the median will be raised following consultation.
167	No right turn out of Division street could affect business adversely.	The traffic restrictions at Division Street have been approved by Council.
193	General opposition to both proposals Central Riccarton Residents association 2. Our Association is opposed to the planting of any trees which would result in shading to footpaths and/or shop fronts on the Riccarton Road strip. 3. Our Association is happy with the existing trees and where they are currently situated – leave them alone	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter
122, 146, 173, 186, 220	Questioning the trees in median strip	
5,	As nice as Greenspace is it would be short sighted to place trees in the middle of a major transport route - need the space for all other road users.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow. Strategic traffic is encouraged to use 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.
11	My concern is the height & leaf loss of the trees to be planted on the footpath. Every day at this time of year we sweep outside our shop (one of the very few retailers who do this). Two to three hours later the leaves are back (see photograph). This is not beautifying the street. This goes on for weeks and look a real eyesore. The height of the trees will block out most of our signage. I have just spend last weekend (\$2,500) on new signage on Riccarton Rd. The choice of trees needs to be revisited with the shopowners in mind. This is our main concern.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.

34	The mess maintaining the proposed trees will cause, the rubbish is bad enough now.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.
30	Safety concern - where the trees planted in the middle of the Road, people could jump out. I love the idea of trees in between lanes but I don't feel it is resolving issues related with people crossing.	The trees will be pruned/ limbed up prior to planting for sightlines. Also it is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
54	I do not like the fact that there are trees down the centre of the road which will block the view of pedestrians and cyclists that drivers may not see. Even though the trees are not that big bus drivers are higher up than car drivers.	The trees will be pruned/ limbed up prior to planting for sightlines. Also it is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
59	No to expensive new trees on centre median and leaf fall on bare branch flicker to distract drivers	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. This will reduce a potential flicker. Vertical elements are required in the median to assist in keeping speeds low, again reducing a potential flicker.
66	A central median strip is not necessary for pedestrian safety as there will be five crossing points (2 at Division St) between Matipo street and Straven Road. Quite simply pedestrians should be encouraged to use the crossings. A median strip will encourage jay walking and further slow the traffic.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are signal controlled crossings available for pedestrians to use and a new unsignalised crossing is proposed to the east of Rotherham Street.
67	We do not like the idea of a tree-lined median island and especially using hornbeams which are incredibly unattractive in autumn/winter, losing their leaves at different times.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
68, 75	The trees in the centre of the road will make the road too narrow and in autumn the leaves will cause excessive mess and storm drain blockage. Please do not plant any deciduous trees such as maples! Although beautiful they make such a mess and block gutters (both road and roof)	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
74	Trees in centre of road not good for traffic.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
75	Will trees in centre of road work? Even when conical growth & limbed, it's a very narrow road, am concerned once trees grow to size their branches will still end up scraping against large vehicles as they pass. Would low plantings interspersed with shrubs and paved crossing areas work better, still providing character without impedence? Shelter is provided fairly well already by the overhead balconies (roof overhangs) on both sides of road.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. Lower shrub planting in the median island was consider but ruled out due to higher maintenance requirements than trees.
23	The trees in the median would be an amenity enhancement to the area however this would be at high cost (kerb construction) for no real gain relative to the transport objectives of the project. The trees could also obscure visibility between vehicles and pedestrians crossing the road, especially in hours of darkness.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
93	Trees will obstruct driver views, especially if grown of the median island, and this is likely to become a safety issue for drivers wanting to know where they are along the road or when looking for a shop. Also dead leaves from the trees would create a mess.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
167	The trees in the median strip obscure the views of shops and also traffic (even if clipped as shown). Dangerous for pedestrians using median strip to cross road if vehicles obscured. Danger with fallen leaves.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
203	NO trees. Forget them. Keep costs down. We do not need them on main roadways. NO cycle lanes. The will still use the footpaths, have been almost hit many times.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians. It is not proposed to provide shared paths in Central Riccarton due to pedestrian demands and cycle demands. Shared paths against shop frontages could introduce safety issues between the two user groups.
180	Scentre appreciates any initiatives that seek to improve the street environment however, planting of large, and fast growing deciduous trees in the median will create long term maintenance issues and impact upon sight lines to the retail between the two sides of the street. Dropped leaves in autumn may also cause issues with drainage on shop canopies and elsewhere.	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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
	Oppose median strip	
19	<ol style="list-style-type: none"> <li>1. Median strip provides a barrier for emergency services.</li> <li>2. A large vehicle breaks down or an accident occurs, blockages would occur because the median strip wouldn't allow other vehicles to pass.</li> <li>3. Encourage pedestrians to cross anywhere rather than from a controlled crossing.</li> <li>4. A raised median strip provides a tripping hazard, with pedestrians tripping and falling into moving traffic.</li> <li>5. A tree lined median strip impairs vision, requires high maintenance, the trees proposed are deciduous plus tree branches are hazardous for large vehicle wing mirrors and scratches</li> </ol>	It is proposed to introduce sections of the median that are flush to the carriageway should there be any emergencies. Between the kerb and the median there will be 5 metres which will allow two cars to pass, or a car to pass around a bus. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
34,71	What about emergency vehicles? The median strip will be an obstacle	It is proposed to introduce sections of the median that are flush to the carriageway should there be any emergencies. Between the kerb and the median there will be 5 metres which will allow two cars to pass, or a car to pass around a bus
50	Nice trees in centre of the road but may not improve bus flow as well as option B	The median island option with limited on-street parking would provide benefits to traffic flow outside of peak times. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements.
68	This option is totally unworkable for business's at 140, 142 Riccarton Road and 1 Kauri St as it prohibits turning into these motels when heading west	It is proposed to introduce flush painted median in this section to allow for turning traffic.
93	Trees will obstruct driver views, especially if grown of the median island, and this is likely to become a safety issue for drivers wanting to know where they are along the road or when looking for a shop. Also dead leaves from the trees would create a mess.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres on installation. There will be no groundcover in the median. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.
117	Absolute no to middle of road enhancements, it creates a major hazard for emergency services vehicles, not to mention additional danger to cyclists, tree root damage to roads, additional upkeep costs and the road is too narrow.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will be sections of the median that are flush to the carriageway to provide additional space if required. Cyclists are kerbside and are not affected by the median island.
166	Think the problem of people crossing dangerously across Riccarton road can be solved in ways other than a refuge line of trees. Trees will obstruct driver's views and do not offer much safety for those crossing the street to stand between two lanes of traffic.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. All trees will be limbed to 2 metres on installation.
187	Doesn't do enough for bus priority	
23,	Option A will not enhance bus reliability because apart from a few short sections of bus lane, it will not separate buses from lines of traffic in both directions that are common in peak times.	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 no 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.
64	I do like the better pedestrian crossing option of the median tree strip, but given how important Riccarton Road is as a bus corridor I would prioritise the enhanced bus priority provided by Option B	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. Removing on-street parking in option A provides benefits through the day where as the bus lanes are peak time only. Option B also relies on people not parking in the bus lane during bus lane times.
47, 91,92	Need dedicated bus lanes. Ideally one in the centre but realistically one on each side	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 no 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.
84,88, 90, 91	Only one bus lane - will cause confusion. Need bus lanes on both sides	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 no 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.
102	As there is a Uni-Cycle lane being built this year it is not 100 percent essential to have dedicated cycle lanes at the expense of facilitating public transport.	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 cater for the current cycle demands on Riccarton Road.
	Oppose Off-peak parking	



187	My primary concern is that there is often congestion in Riccarton even at off-peak hours, allowing carparking in the bus lane during these hours is counter-productive. As well, experience with existing chch bus lanes suggests that this type of lane is frequently blocked by cars that parked legally during off-peak but were not moved in time for peak.	Option A includes three on-street car parks. There is no parking permitted through Central Riccarton away from these three car parks.
	Use of road space	
40	This reduces the amount of available space on the road needlessly.	Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
59, 92	Oppose cycle lanes - buses should take priority	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. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
132	Only drawback is that the width of the road does not allow an eastbound bus priority lane through Central Riccarton.	Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
167	The road does not look wide enough to take bus and car. So cyclists travel in the Bus Lanes - won't this slow buses down?	The bus lanes are wide to allow cyclists and buses to share the road. The guidance on the width of the bus lanes is provided in national guidance.
	Need to retain parking	
43	As business owner locating at 127 Riccarton Road, we need loading and parking at least 2 on Division St to help us load and business itself	It is not possible to allocate on-street parking to specific uses/businesses. There are short-term parks on Division Street.
74	Greater loss of parking	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.
93	The suggested CCC parking is too far away and most people will not want to walk all the way to the shops down Riccarton Road, so the stores will suffer economically from this move. The 180+ road side car park is what keeps a lot of these shops in business.	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. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
122	Less car parking	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.
167	Loss of parking places on Riccarton Road will affect businesses. These are very important businesses for variety in the area and not everyone enjoys shopping in a mall.	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.

180	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.
	Need for other priorities	
40	It's better than the other option, but still doesn't need doing when there are so many unsealed roads in eastern suburbs.	The Riccarton Road project is funded separately to the Infrastructure rebuild works in the City.
	Detrimental effect from buses on car users	
	The suggested CCC parking is too far away and most people will not want to walk all the way to the shops down Riccarton Rd, so the stores will suffer economically from this move. The 180+ road side car parks is what keeps a lot of these shops in business.	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. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
200	The priority/project should not be about the buses but about making Riccarton Rd & mall & shopping more functional for all users and appealing as the area is used by 1000's of people every day.	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. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic), and also environmental improvements).
	Detrimental effect on wider traffic network?	
202	What will happen about resulting constraints further along Riccarton Road to the west?	There is a longer term plan to deliver bus priority further to the west from Central Riccarton, through Church Corner and 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 2015 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.
195	We at Kauri Motel strongly oppose the option A. The road is busy enough now with making it any narrower with trees that the council don't believe in pruning. Not only that we have a huge problem with the leaves off the trees on the corner of Riccarton Road and kauri Street now without adding more trees to the road. When we get a decent rain we have to go out and clear the gutters as the water builds up and spreads across the foot path and out onto the road, the pedestrians walk through our property is get around it. Also by having a median strip down the road will cause more issues for business like ours guests will not be able to turn right out of our drive or turn right off Riccarton Road which will cause huge issues for tourists trying to find their motel and will affect our walk in trade IN our opinion the median strip with the trees will cause more problems and wont enhanced the street at all and the traffic wont flow any better Some of the elderly people who cross Riccarton Road at the Kauri intersection would struggle with a raised median strip with their zimmer frames.	It is proposed to review the section of solid median in front of the Kauri Motel. 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. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres on installation. There will be no groundcover in the median.
	Option B	
	Option B support comments	
145, 149, 156, 157, 158, 159, 160, 161, 162, 163, 164, 166, 170, 180, 183, 185, 188, 194, 195, 201, 203, 204, 205, 206, 207, 208, 210, 211, 212, 213, 218, 220, 221	Full support	
2, 12, 54,8, 69,84, 61,62	This option is well balanced. This option is far better than A, and should enable a better flow of traffic at peak times. Will allow the buses more freedom. We believe this option will maximise exposure and reduce traffic congestion.	

3	Rush hour only bus lanes are not a good solution as this section of Riccarton Road is always busy.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
98	Support Option B but with all on street parking removed, bus lanes on both sides and a small median strip for pedestrians.	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. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
103,105, 137, 134, 139, 141, 147, 148, 151, 174, 185, 190, 196	<p>Option B is a better option (but suggest ways to improve it) because it provides bus lanes on both sides, but either option would be a big improvement, so encourage you to choose your preference and simply make it clear that you are supportive of the changes taking place.</p> <p>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.</p> <p>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.</p> <p>Cycle parking should be incorporated on the widened footpath.</p>	<p>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 no 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. Cycle parking will be considered in detailed design.</p>
99	I support Option B as the best plan to get Riccarton moving. My major concern is that allowing cars to park in the bus lanes outside of peak traffic times could cause confusion. Even if well-signposted, just one person forgetting to move their car before rush hour will result in delays while buses merge into the regular traffic flow to avoid it. I believe that preventing cars from parking on the street will result in a much more open, pedestrian-friendly area, inviting shoppers to spend more time on Riccarton Road instead of perhaps staying within the confines of the mall.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton

	A median strip even if smaller would help enhance the pedestrian access of the shops across the road from the mall.	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.
5, 23, 88, 99, 100, 101, 103, 111	<p>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.</p> <p>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.</p> <p>Cycle parking should be incorporated on the widened footpath.</p>	<p>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.</p> <p>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.</p> <p>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 no 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.</p> <p>If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.</p>
102	I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel time (which are currently far too long during peak hours) will decrease.	<p>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.</p> <p>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.</p> <p>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 no 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.</p>
112	HIS IS A GOOD LOOK AT THE PROBLEMS ALONG RICCCARTON ROAD FOR YEARS I HAVE BEEN SAYING WE SHOULD HAVE A BUS LANES ON BOTH SIDES OFF RICCCARTON RD THE TIMES ARE OKAY AND DO NOT TAKE	

	ANY OFF SHOPPERS SAYING THE SHOPS WILL LOSE BUSINESS CUSTOMERS SHOPS DO NOT OPEN TILL 9AM AND IN PEAK HOURS WE NEED TO GET FAST BUSES TO OUR DESTINATION THE 2ND LARGEST CITY IN NZ AND WE HAVE NOT GOT BUS LANES TO TRAVELL IN	
27	On road cycle lanes are not as important as reliable bus times, as there are good cycling options along north side of Riccarton Bush.	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.
47	Dedicated bus lanes will increase reliability of public transport services & therefore lower the barriers with the hope that this will lead to greater uptake of these services.	
66	I have a preference for option B between Clarence Street and Matipo streets as it provides more carriageways and allows vehicles to manoeuvre around other vehicles if they have broken down or stopped for unforeseen circumstances.	
88	The south side footpath widening and trees will also enhance pedestrian amenity and make the shops through this section more attractive. The trees will provide shelter in the summer from the sun.	
122	Better visuals, Better car parking, Traffic flow better	
126	B should be the preferred option, recognising Riccarton Road as an important corridor connecting the west of the city with the central city. 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.	
128	I support the inclusion of bus lanes. Travel by bus is increasingly popular in light of climate change, and the increasing cost of running a motor vehicle.	
131	As there is no East bound cycle lane remove the West bound cycle lane and retain street car parks. Divert all cycles to Riccarton cycleway for safety. Upgrade Division St and have angle parking both sides with 15 and 30 minute time limit. Council arranges regular leaf cleaning on street and verandas during Autumn	Cyclists travelling eastbound can use the bus lane and outside of peak times there is space between parking and the edge line of the bus lane. The on-road cycle lane for westbound cyclists provides space in the carriageway for cycling. If the cycle lane was not marked, there would still need to be room for cycling. There is insufficient room for parking on the south side in this option.
134	I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will decrease travel times in both directions.	
136	THAT The Christchurch City Council adopt OPTION "B" as outlined in the consultation document AND the Proposal - Clarence Street to Deans Avenue along WITH THE PROPOSED AMENDMENTS PROVIDED BY THE DISABLED PERSONS ASSEMBLY- CHRISTCHURCH AND DISTRICTS, TRANSPORT SUB-COMMITTEE	
157	Looks like a better plan and allows traffic flow.	
158	Get rid of carparks and better signage	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
164	I am emailing to let you know of my INDIVIDUAL (NOT organizational) preference for the Central Riccarton Option. My preference is OPTION B, as there is much easier traffic flow that I believe will allow achievement of the purposes of the bus route changes.	
165	BUS LANES ARE GREAT; PLEASE EXTEND ALL THE WAY TO THE LIGHTS INSTEAD OF THE BUSES HAVING TO MERGE.	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.
166	Bus lanes should be on both sides of the road not just one. Cycle lanes should be moved to Matai Street.	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 no 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.  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 a large number of existing cyclists that use Riccarton Road and will continue to use Riccarton Road so there needs to be space or provisions for cycling.
169	This is the best of the options but still has a number of problems.	
170	Priority bus lanes are awesome! Riccarton Road gets so blocked up. It would really help to encourage public transport.	
230, 231	We support the council in upgrading Riccarton Road to improve public transport. In order to enable New Zealand to be carbon zero by 2050 all cities must improve their public and active transport infrastructure. We applaud ECan and the Council for prioritising public transport and producing two excellent options for Riccarton Road upgrades. Option B We prefer option B as it is the best option for improved public transport. We support the bus lanes in both directions and improved cycle infrastructure. We have some suggestions for improvements to this option: Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.

	<p>times due to parking infringements. If off-peak parking is allowed, the cycle facilities will not be sufficient as they will be limited to a dangerous strip between parked cars and traffic and not 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 is also very congested.</p> <p>Some cycle parking should be incorporated on the widened footpath, between the new trees.</p> <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>[1] Wolf, K. L. (2005). Business district streetscapes, trees, and consumer response. Journal of Forestry, 103(8), 396-400</p>	<p>The two objectives need to be balanced.</p> <p>Cycle parking will be reviewed at detailed design.</p> <p>Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows.</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 proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.</p>
180	<p>Scentre's shopping centre in Riccarton is Christchurch's oldest and largest shopping centre, and is also the third largest shopping centre, by retail space, in New Zealand. It offers nearly 200 stores, including specialty retail, entertainment, food and hospitality, commercial services, community/education services, health facilities, and a vibrant "mainstreet" environment along Rotherham Street. Scentre's shopping centre also provides integrated and predominantly weather-protected car parking facilities, on-site cycle parking facilities, along with taxi stands and public transport stops on immediately adjacent roads.</p> <p>Scentre's shopping centre in Riccarton is a focal point for the local community and Christchurch as a whole. Shopping centres form an important part of the commercial infrastructure of modern society, and are vitally important to the success and vitality of wider town centres. Scentre's shopping centres are carefully designed and planned and Scentre constantly reinvests in its facilities to upgrade and maintain them to a very high standard.</p> <p><b>SCOPE OF SUBMISSION</b></p> <p>This submission responds to the content of the document entitled Riccarton Road Bus Priority Measures and Central Riccarton Street Enhancements focussing on the options provided for Clarence Street to Matipo Street.</p> <p><b>NATURE OF SUBMISSION</b></p> <p>Scentre New Zealand Limited ("Scentre") as owner and operator of the Westfield Riccarton Shopping Centre ("the Shopping Centre") generally supports new roading initiatives that support all modes of transport, including the use of private motor vehicles. Council needs to be cognisant of the effects that proposed changes may have on existing permitted activities and the built form of the area. Riccarton is a major shopping precinct, not only the Shopping Centre but also the strip shops that front Riccarton Road. It is Scentre's view that currently the vast majority of visits to the Riccarton area as a retail destination arrive by private car. Proposals that affect access to the area by private car or loading by commercial vehicles may have a detrimental effect on the business' that currently trade in the area.</p> <p>Two options have been submitted for comment.</p> <p><b>OPTION B CENTRAL RICCARTON</b></p> <p>Option B is preferable to Option A with more street parking retained and no median planting. Scentre does have some specific concerns. These are highlighted below:</p> <ol style="list-style-type: none"> <li>1. Loss of street Parking. Any loss of street parking will have a detrimental effect on Riccarton Road retailing activities.</li> <li>2. Street planting on the pavement may impact retailer sight lines.</li> <li>3. We are concerned with the proposed changes to Division Street access.</li> </ol>	<p>If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.</p> <p>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. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. All trees will be limbed to 2 metres on installation. The Division Street turning restrictions have already been approved by Council.</p>

	Support parking removal	
5, 126, 128, 134	Supports removal of on street parking to improve cycle safety and encourage cycle use - eg wont' get hit by doors	
5	On street parking rarely fully utilised so there shouldn't be much impact on retailers	
19	The only improvement to Option B would be to remove all the car parking 24/ between Matipo and Clarence Streets	
23	There is no need for any on-street parking on the north side between Matipo St and Kauri St. The adjacent land uses (Motels, McDonalds, Westfield) have more than enough parking of their own.	
26	The provision of a bus priority lane in peak times is good but leaving on-street parking will continue to congest this stretch of road. This proposal could be improved by making the bus lanes 24/7 and removing all parking. This would be good for cyclists too.	
45	This option is a compromise to favour those who wish to drive and park outside their destination. There is just not the room on Riccarton Road for this luxury anymore if we are to have reasonable transit times.	
50	No Riccarton on-street parking, it is good to have access to Council owned car parks at the rear of the shops.	
57	The more car parks that are removed the better.	
63	I also like that there isn't street parking.	
65, 88, 89, 98, 99, 100, 101, 102, 103, 104, 105, 110, 111, 126, 130, 134, 135, 137, 139, 141, 143, 147, 148, 151, 152, 231	Parking should not be allowed in off peak times. It will create confusion and issues/delays with enforcement.	
66	I note that Riccarton Road businesses are concerned about loss of parking on Riccarton Road and this will be offset by restricting parking in council land between Kauri Street and Straven Road. I would suggest that these parking restrictions with additional signage should be immediately implemented to get shoppers used to the new parking and show business this will indeed work. This will also provide the opportunity to assess the additional traffic exiting from Rimu street right onto Riccarton Road. This will soon be the sole exit point turning right between Kauri Street and Straven Road.	
69, 99, 207	Need to remove all car parks to allow for bus lanes and to keep traffic moving	
70	I support the idea that there will be a bus lane but not that parking will be allowed at off-peak times. There is plenty of parking off-street. Not only the parking spots take space but drivers parking and leaving slow the traffic further.	
79	The number of available car parks should be reduced further.	
128	Street parking on arterial routes should not be permitted	
	Supports retention of carparks	
33	The B suits me much better because of the car parks, I would like though to have car parks up to Rimu St which include 110, 108, 106 Riccarton Road for customer to shop at these businesses.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. It is not proposed to provide more parking.
31	A business owner we need at least 2 10p Parking Loading Zone on Division Street. So our customers can stop and delivery trucks.	There are short term P60 spaces provided on Division Street.
66	Option B also provides some on street parking for the retailers outside peak bus hours.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. It is not proposed to provide more parking.
69	Shop owners are loathe to lose their parking out front, so why the sprinkling of parks outside lots 146 to 140?	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. It is not proposed to provide more parking.
	Pedestrians	
5	Widened footpath should encourage foot traffic past retailers	
30	Aesthetically I would prefer trees in between lanes but the more I think about it, the more practical this	



	option is.	
66	Supports safer crossing point near Rimu Street.	
160, 212	Bi-directional bus lanes	
174	There should be dedicated lanes in both directions, buses are always busy in both directions here	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 no 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.
	<b>Option B suggestions</b>	
19, 102	The only improvement to option B would be to remove all car parking 24/7 between Matipo and Clarence Streets	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
23	Remove the signals at Division St. and at B6. Replace with single signalised pedestrian crossing between Division St. and entry to bus stop o/s no.116. Keep Division St LILLO	The traffic signals are required at Division Street for passengers accessing the northside bus stops.
23	Provide seating and community artwork within new tree line on south side	Suggestion to be considered in final design for either option.
66	Owing to visibility west of Rimu when buses parked outside Chain Reaction suggests signals preventing traffic from crossing Rimu Street, linked to the pedestrian crossing	It is not proposed to signalise Rimu Street at the intersection of Riccarton Road. The crossing is being moved slightly to the east to assist turning movements at Rimu Street. Traffic signals in this location could increase traffic volumes along Rimu Street and Rata Street as there is an attractive exit on to Riccarton Road.
66	Traffic turning right into Rimu Street from Riccarton Road will completely block west bound traffic - need adequate provision for straight- through traffic - risk of illegal manoeuvres or pressure to push the right turn	In Option A, there would be space in the middle of the road to allow a vehicle to turn right. Unfortunately in Option B there isn't room to provide this.
24	Bus and trees, both of them to big for street. I never seen buses are full often empty, maybe small size is better Christchurch conditions??? And also trees nice to have them but should be clear indication and explanations what kind of tree should plant it where and why national level. Reason I like to see some change for safer city. Cheers, PS: big trees for parks medium trees for street and small trees for residential will save life and property damaged for all of us, climate changing and preparation is key to less harmful result. I reckon small buses less pollution, more energy efficient and practical, cheers. Thank you and good luck.	Suggestions for smaller buses have been referred to ECan. 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
26	The provision of a bus priority lane in peak times is good but leaving on-street parking will continue to congest this stretch of road. This proposal could be improved by making the bus lane(s) 24/7 and removing all parking. This would be good for cyclists going through the area too.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number

		of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
	CCC needs to update where carparking is available in the service lane between Kauri St and Straven Rd as a lot of parks are for Businesses with there brand markings on asphalt as I believe that CCC has only about 50 parks that are not clearly marked for general public	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. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
88, 101	Include cycle parking on the widened footpath	Suggestion to be considered in final design
92	Start bus lane at 2.30pm to ensure it is clear by 3pm	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
119	Support for Option B with these qualifications: <ul style="list-style-type: none"> <li>• The trees are to the side of the road and are not an obstacle for ambulance mobility,</li> <li>• The bus lanes during peak hour traffic could be used to allow access for ambulances to travel along if required</li> <li>• Less centre line obstructions.</li> </ul>	The trees on the southern side will be behind the kerb so should not obstruct access by emergency vehicles. It is understood that emergency vehicles can use bus lanes in an emergency.
134	Please do not allow parking on the bus lanes in off-peak times. This just creates confusion, and there is a risk that buses could be delayed by parking infringements	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
136	The amendments proposed...are: <p>c) The Bus Lane running east between Rimu Street and Straven Road be continuous and that the Straight through lane become a combined Straight Through and left turning lane.</p> <p>d) Bus Lanes should also be installed at the intersections of, Straven Road (Eastbound &amp; Westbound), Riccarton Road, (Westbound), Clarence Street (Eastbound &amp; Westbound) so that all sides of this intersection can operate with a bus lane as this intersection is a major operational point where not only the through route buses use but also the Orbiter system buses and non-exchange buses use.</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 proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.
183	With so much traffic on Riccarton Road, bus lanes are a priority. I don't like that there is a cycle way on only one side of the road, but if this was widened slightly so it could be a two-way cycleway on the south side this would fix this issue.	Eastbound cyclists will need to use the bus lane.  It is not proposed to provide a two-way cycleway on the south

		side of Riccarton Road.
188	Provide a pedestrian crossing across Riccarton Road on the eastern side of the Matipo/Riccarton Intersection. Extend the bus lane right to the intersections, so that buses don't need to merge with turning traffic at intersections.	Suggestion to be considered in final design at Matipo/Riccarton. Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.
199	This has one very good aspect - improved eastbound bus journey reliability - could this be incorporated into option A? Bad aspect - cycling between parked cars & traffic - not safe. Cyclists need to be separated from cars to be safe - how do they do it in Amsterdam?	There would be insufficient room to allow for a bus lane in option A.  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.
204	Cycle lanes are better if they're not shared with buses - separated cycle lanes would be good!	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.
195	Option B This option wont have the impact on the business eg (the motels and Kauri Lodge)along the stretch of street between Kauri st and Matipo street . Instead of having a raised median strip has there been any thought to a painted strip like in Memorial Ave this wouldn't be so restricting like a solid one. Also a crossing with a waiting area in the middle of the road (like the one down the street further) would make the street a lot safer. People from the other motels along Riccarton Road see the big Westfield sign and make a b line for it then realising there is no crossing and take their life in their hands and cross by Kauri Street. I have seen several either knocked over or a very near miss.	Yes the solid median will be reviewed in the final design. A painted median will be considered for access in option A.
	Separate Cycle Lanes	
204	Cycle lanes are better if they're not shared with buses - separated cycle lanes would be good!	Riccarton Road is identified as a local cycleway in the

		<p>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>
	Continuous Bus Lanes	
213	Bus lanes through intersections	Kerbisde lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can also proceed ahead from the kerbside lane.
	Traffic Management	
220	Traffic management removing permission for over dimension vehicles.	
	<b>Option B negative comments</b>	
	General	
29, 3756,57, 94	Not as inviting as Option A. Option B is not excellent This looks ugly. Ugly... If we are going to intensify dwelling density near the city then we need to be making the public spaces beautiful. Option B is a bad compromise.	
169	There is no consistency down the street. Bus lanes come and go, and are not available on both sides of the street. Why are three lanes of traffic needed at Clarence Street? I am strongly again the removal of the pedestrian lights east of Rimu St as this is the safest way across the street	<p>Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows.</p> <p>It is not proposed to remove the lights at Rimu Street. They are being relocated to the east slightly to improve access at Rimu Street.</p>
	Road and vehicles still get priority	
94, 106, 118	Sole winners of this option appears to be motorised ones and the mall the only destination. Not so appealing to pedestrians.	
108	This really is only a part-solution. Blockages on Riccarton Road occur any time, not just rush hour.	
	Need more bus priority measures	
3, 59, 149, 159	Peak hour lanes is not enough - need full time reduction of side friction as in Option A	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
15	Dedicated bus lanes are not, in my opinion, a good idea (anywhere in Chch)	Bus lanes form part of a package of measures to provide priority for public transport. The Christchurch Transport Strategic Plan and An Accessible City support a shift to increased travel by alternative modes than single occupancy car trips. To make public transport attractive it has to offer a reliable journey time for passengers.
17, 97	This option is too much of a compromise.	
38,39	Looks like it didn't change anything	
45	Whilst this option will bring an improvement to traffic flow it will not be as suitable for those riding bikes who may feel threatened by sharing a lane with buses on the north side of Riccarton Road. As option A will be better for the pedestrian experience this option is a compromise, to favour those who wish to drive and park directly park outside their destination. There is just not the room on Riccarton Road for this luxury anymore if we are to have reasonable transit times, especially for the bus system. This option does not have the 'look' of a sophisticated urban retail area as Riccarton Road should have.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
88	Off peak parking is more dangerous for cyclists - don't include	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
89	Don't need off peak parking except maybe taxis. Enforcement issues	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.
	Off-Peak Parking	
174	I don't think that allowing off-peak parking on the cycle lane is worthwhile, with the confusion it would cause and potential delays to buses. Saturdays/Sundays should not be considered off-peak, that's when that is the most traffic to the mall.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. 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.

	Pedestrians	
14,75 94	Not so good for pedestrians. Unsafe for pedestrians crossing Riccarton Road and cyclists especially on north side of road, does not appear to offer any significant improvement on current situation.	
95	Don't need extra footpath space.	
59	Pedestrians cyclists Skateboarders are not a good mix	It is not proposed to mix pedestrians and cyclists. Cyclists will need to use the roadway.
	Trees oppose	
59	No to more tree planting on south side - trees too many and too tall on south side - cut light from shops offices/accommodation	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 It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation.
167	The trees proposed would completely block out businesses on South side of road	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 It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation.
203	NO trees, roots cause trouble. Don't you learn!!	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 It is proposed to reduce the number of trees on the south side of the proposal. Potential to root damage will be considered with the tree pit design and proximity existing to existing underground services.
221	Get rid of all trees & planter boxes etc. No narrowing of the carriageway whatsoever. Maximum room for vehicles. Remove all garden obstacles! We don't need more trees & gardens! That's what the Botanic Gardens are for. We need wide unobstructed streets for vehicles.	Trees provide many benefits for an improved street environment. They also provide vertical element to assist in keeping speeds low. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation.  Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. 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.
	Trees support	
63	Not enough trees	It is not proposed to introduce any more trees.
	Cyclists	
4, 149, 181	Not as safe for cyclists having to travel between parked cars and in the flow of 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. Riccarton Road cycle facilities are to cater for the current demands of the more confident cyclists.  There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway.
44, 108, 173	A bicycle lane only on one side of the road is a poor unacceptable solution!	Eastbound cyclists can use the bus lane. 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. Riccarton Road cycle facilities are to cater for the current demands of the more confident cyclists.
63	Two bus lanes would intimidate me from riding on it.	<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>
95	Consider cycle lane at rear of businesses but too convoluted A- B?	<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. 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.</p> <p>It is not proposed to divert cyclists through the car parks to the north or south of Riccarton Road.</p>
167	Is it not dangerous to have cycle lanes coming and going? Won't it slow buses down to mix buses and cyclists together?	<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>
	Road and footpath layout	
25	Widening the pedestrian footpath in unnecessary and unhelpful.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.
69	Not so sure about the footpath extension at B5. This section has no bus lane, so lost time will be experienced by buses stuck in traffic, which I am assuming may get worse.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.

75	Make bus stop surroundings in Central Riccarton smoke-free. Could provide smaller glass protected area for waiting smokers	The Infrastructure, Transport and Environment Committee recently considered a report on extend the Council's Smokefree Public Places Policy to include bus passenger shelters in Christchurch by way of voluntary smoking ban. The Committee agreed to place Smokefree signage at every bus passenger shelter in the city.
173	.... the narrowness of the road means this can never be achieved. This proposal really does very little to enhance central Riccarton for pedestrians and therefore does little to enhance the area for businesses along Riccarton Road either. Widening the pavement on the south side will achieve very little.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.
174	Where bus stops are installed, I think the passenger waiting and embarkment areas should be "islands", with the cycle lanes going between the island and the footpath.	Due to the passenger demands in Central Riccarton, the islands would need to be a substantial size to cater for these demands. As this is a public transport priority route and a key pedestrian link, it is not proposed to put cyclists between the waiting areas and the footpath.
232	The NZ Heavy Haulage Association is the national trade association for organisations involved in the transportation of goods that exceed normal maximum size of loads – be they overweight or overdimension. (a) Central Riccarton Options We note that both these options specifically remove permission to use the section of Riccarton Road from Matipo Street to Clarence Street. Having surveyed various local operators from the Christchurch area we have determined that the current use of Riccarton Road by overdimension loads is limited to: - Large concrete panels being transported from manufacturing sites south of the City into the Riccarton area as well as the central city. These are normally transported upright and so their only excess dimension is height, and I understand that is why Riccarton Road is used, as there are few overheads. - Local transport of excavators and other machines into the area for specific projects There are alternative routes that can be used including Blenheim Road by overdimension loads for loads travelling to/from the city, although there are infrastructure issues on that route which slow the transport of overdimension loads. It is the Association's view that pointedly refusing approval by overdimension loads for Riccarton Road – no matter what option is selected – is counterproductive due to the types of loads that are transported in the area already. We consider that smaller overdimension loads could still use the road at off-peak times to service the local area and so therefore a stated ban on loads is not helpful. Therefore we believe that Option B would be preferred due to the lack of centre road restrictions.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.  If over-dimension loads can use Blenheim Road this should be the preferred route rather than through a key activity centre.
202	Matipo Street West Bound bus lane Need a free left turn arrow at any time there is a green or bus only signal at this interseciton to avoid the lane beingblocked by left turning traffic	Traffic signal operation will be refined at detailed design.

Comments relevant to both Central Riccarton Options See also comments above (A and B)

Central Riccarton support comments		
229	Suggest bus exchange upstairs above 125-123 (corner Division St) connecting to upstairs of mall with air bridge across Riccarton Rd connecting to both east & west flowing buses.	It is not proposed to install air bridges as part of this project.
230	Supports prohibiting of over-dimensions vehicles - will this be adhered to in this short section? - should extend the prohibition further along the road - would avoid flow- on impacts from collisions between vehicles and vulnerable road users.	The median island option that includes vertical features would self-enforce a ban on over-dimension loads as it would restrict the overall width of the corridor.
78	As a bus user either option cannot happen soon enough, given the existing variability of buses.	
88	Bus lanes need to be active in the weekends	Suggestion to be considered in final design
230 CDHB	Supports some features of both A and B Option A - Proposed median will make it easier for pedestrians to cross the road and need more bus lanes - clear, consistent and permanent Option B - Commends bus lanes - need to be full time? Options A and B Support new and replacement trees - shade and amenity benefits Traffic management Consideration should be given to the design of the new crossing East of Rimu (sight/ mobility impaired	It is not proposed at this time to extend the operating hours of the bus lanes. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation and the length of the eastbound bus lane will be monitored and reviewed.



	Parking - Road corridors are for the movement of people and freight - consider removing more parking spaces Option B - make use of off street parking, including mobility.	
	Alternative bus stop solutions	
34	Build a decent bus stop like Northland, for now there are far more important issues to be dealt with.	A bus passenger lounge is due to be open mid 2015 on the south side. A passenger lounge for the north side is being investigated.
	<b>Central Riccarton Suggestions A or B</b>	
36	Allow for the independent movement of buses ie they can leave when loaded without being impeded by other loading buses	There is nothing to stop buses exiting behind buses that are still loading.
	Cycles A or B	
79	Request cycle storage	Suggestion to be considered in final design
82	Should include separated cycleways in both directions	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.
	<b>Central Riccarton concerns A or B</b>	
34	I can see no advantage for changing what already exists apart from the buses having full priority of Riccarton Road and for everybody else to work around them!! Riccarton Road will be more congested than the current location if bus companies operated properly there would be no waiting, no congestion i.e. like the Airport: arrival/departures.	The objective of the project is to improve journey time reliability for buses on Riccarton Road. Riccarton Road is the designated core PT route. General traffic should use Blenheim Road and Fendalton Road which are designated vehicle routes in the Christchurch Transport Strategic Plan.
72	Neither option A or B will work. Your continued focus on Riccarton Road is flawed, the changes will only slow traffic, and impacts on accessibility to businesses. More imagination is needed, such as using and improving alternate roads running parallel with Riccarton Road, this would also improve accessibility to rear parking. You need to get this right, tinkering as in these proposals will fail. More focus needs to be given to vehicle movement, not trying to force an unwilling populace to use ratepayer subsidised transport.	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.
34	To fit everything you propose, you must be planning to widen Riccarton Road	No it is not proposed to widen Riccarton Road.
	Traffic concerns - Kauri and Rimu Streets	
34, 106	Kauri Street, Rata & Rimu will be more dangerous because of more traffic using as a by-pass and avoiding 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.
41	Please give some thought to closing off Kauri St completely at the Riccarton Road Intersection, OR judder bars near the Kauri/Rata intersection to slow traffic coming off 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.
53	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.	It is not proposed to encourage traffic to use local residential streets. 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.
76	Please refer to my comments relating to options A and B above. It is my view that the residential portion of Kauri Street at the point where it meets the service lane should be one way into Riccarton Road in order to prevent the street being used as a through route. If the council continue to inadequately enforce the parking restrictions in Kauri and surrounding streets both of these proposals will negatively impact local residents beyond the immediate impact of increasing pass through traffic.	It is not proposed to encourage traffic to use local residential streets. 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.
	Business and local concerns about parking	
76	It is nonsense to suggest that the council owned car parks at the rear of the shops between Kauri and Straven will compensate for the loss of parks on Riccarton Road as these parks are already fully utilized. Furthermore, the council's enforcement of the parking limits in Kauri and the surrounding Streets is inadequate, with parkers ignoring existing parking limits and parking in these streets all day. Both of these options will exacerbate this.	Council is 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. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
	Changed access to Division Street:	
180	Page 6 the document states that turning restrictions at Division Street were confirmed by Council in December 2014. Scentre lodged the following in a submission on the Riccarton Bus Interchange consultation: Council needs to be cognisant of existing permitted activities that may be impacted by the proposed changes. The current proposal looks to widen the curbside / footpath at the entrance of Division St, reducing it from 3 to 2 lanes. Scentre does not support this change to Division St. Vehicle access to and from Division Street should remain as it is. Division Street is used as access for large trucks to the shopping centre loading dock. Access is already quite constricted and we believe that the proposed changes will make the problem worse.	It is not proposed to re-introduce the right turn out/from Division Street.

	Efficient vehicle movements to the loading dock are vital to our tenants business'. Tenants who use the loading dock include food court operators and the Farmers Department Store in addition to tenants deliveries, the shopping centres refuse contractor use this area for pickups and drop offs. These also utilise large trucks which will have issues turning into a reduced entrance to the street. We also question how far into Division Street the angle parking will be developed. From the plan it is clear that it will be installed from the Riccarton Road corner to the first driveway. If it is to go any further than this we would foresee issues with trucks being able to turn in the reduced space. We believe that this will cause traffic backing up at times when there is more than one delivery vehicle accessing the loading dock. The loss of parking on Riccarton Road would see the parking in Division Street put under more pressure, thus exacerbating the issues raised above.	
85,86	Request right turn out of Division	It is not proposed to provide the right turn from Division Street.
	District Plan	
71	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. Consider the fact that if area is re-zoned commercial core there will be a different feel and much more shade in this area.	The proposed height rules in the draft replacement District Plan are: Commercial Core (District Centre) - 20 metres or 12 m within 30 metres of residential. Commercial Fringe (District Centre) - 12 metres 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. Riccarton is a district centre. 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 The District Plan allows for certain development as above. We are not aware at present of any re-developments at this height.