

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE AGENDA

THURSDAY, 4 DECEMBER 2014

AT 8AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES, 53 HEREFORD STREET

Committee: Councillor Phil Clearwater (Chairperson)
Councillors Pauline Cotter (Deputy Chairperson), Vicki Buck, David East and Tim Scandrett

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

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INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014**1. APOLOGIES****2. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. DEPUTATIONS BY APPOINTMENT

- Regarding Clause 4 (Riccarton Public Transport Hub Super Stop and Waiting Lounge – Consultation and Street Works):
 - Geoff Friend, Chairman of Riccarton Bush-Kilmarnock Residents' Association
 - Philip Haythornthwaite, President of the Disabled Persons' Assembly NZ
 - Dame Margaret Bazley, Environment Canterbury
 - Carina Duke, Blind Foundation
 - Riccarton/Wigram Community Board
 - Paul McNoe, Chief Executive of Red Bus Ltd
 - Deputy Mayor Sarah Walters, Selwyn District Council.

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4. RICCARTON PUBLIC TRANSPORT HUB SUPER STOP AND WAITING LOUNGE – CONSULTATION AND STREET WORKS

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Philip Basher, Transport Policy Engineer	Y	DDI: 941 8605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The report outlines for the Infrastructure, Transport and Environment Committee the proposals for the new bus stops and other street works, and the stakeholder and community consultation resulting from the resolution of the Environmental Committee on 23 September 2014 to acquire a lease of 123 and 125 Riccarton Road as a bus passenger waiting lounge. The Committee resolved that it:
- 1.1.1 Request that staff commence negotiations to acquire a lease of at least five years (plus three years) for 123/125 Riccarton Road (Option 2), representing the most likely site that can deliver an early solution for a passenger waiting lounge at Riccarton.
 - 1.1.2 Request that staff proceed with completing the plans for Option 2 (section 6.1) for the proposed streetworks, the pedestrian crossing and the internal fit out.
 - 1.1.3 Request that staff proceed with the community and stakeholder consultation process as quickly as possible to report back to the Committee by December for the final decision on the lounge, bus stops and other street works.
 - 1.1.4 Delegates authority, on behalf of the Council, to the Property Consultancy Manager to enter into negotiations, draft documentation and then take the steps considered expedient or necessary to affect a lease if Option 2 is confirmed.
 - 1.1.5 Request that staff explore opportunities to provide a passenger waiting lounge inbound on the northern kerb of Riccarton Road between Division Street and Rimu Street to complement the proposed lounge at 123/125 Riccarton Road.
 - 1.1.6 Should the property (at 123/125 and 127 Riccarton Road) come on the market, request that staff seek to obtain first right of refusal as part of the lease agreement.
- 1.2 This report relates to resolutions 2 and 3 (sections 1.1.2 and 1.1.3) in which staff are seeking to update the Committee on our progress:
- 1.2.1 To present the completed streetworks and pedestrian crossing plans for the 123 - 125 Riccarton Road passenger lounge option.
 - 1.2.2 To report to the Committee the outcome of the community and stakeholder consultation process.
- 1.3 In order to clarify the decision making process, a report was presented to the Council on 13 November 2014 (refer **Attachment 1**) and the Council resolved that it:
- 1.3.1 Confirms that the Riccarton Public Transport Hub waiting lounge, super stop and associated street works, and the Riccarton Public Transport Priority project are both issues of metropolitan significance within the meaning of the Council's delegations register.
 - 1.3.2 Will make the final decision on the design version for the Riccarton Public Transport Hub waiting lounge, the super stop and associated street works.
 - 1.3.3 Delegates the decision on the final design version for the Riccarton PT Priority project and associated street works to the Infrastructure, Transport and Environment Committee because of tight time-lines.

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1.3.4 Instructs staff to ensure the Riccarton / Wigram Community Board is kept informed on the proposals arising from both project streams and staff arrange appropriate briefing session(s) accordingly.

1.3.5 Confirms that the Riccarton / Wigram Community Board will continue to make recommendations to the Infrastructure, Transport and Environment Committee on issues such as on-street works through Part A reports for the Riccarton PT Priority and the Riccarton PT Hub projects.

2. EXECUTIVE SUMMARY

2.1 This report details of the proposed street works on Riccarton Road and contains a review and summary of the community and stakeholder consultation for consideration by the Community Board. These issues were also considered by an extraordinary meeting of the Riccarton / Wigram Community Board on 25 November 2014, whose resolution will be reported separately by memorandum.

2.2 An update on the proposed passenger waiting lounge at 123/125 Riccarton Road is submitted as a separate report in the public excluded agenda.

2.3 If it is still feasible that the passenger waiting facility and the street works will be in place by April 2015 this should coincide with the projected opening of the new Central City Bus Exchange, it is essential that the new bus stops (and other street works) are in place when the new passenger lounge opens.

3. BACKGROUND

3.1 The concept of a PT Hub (or suburban interchange) and accompanying facilities on Riccarton Road (near to the Westfield Mall and other retail and commercial units in this area that comprise the Riccarton Key Activity Centre) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. The Riccarton Road Corridor is the busiest bus corridor in the city and the section of Riccarton Road between Matipo Street and Clarence Street is the busiest passenger hub outside the central city. Over 2,800 passengers board bus services at bus stops on this section of street daily; a 40 percent increase since February 2011. Numbers alighting are unknown but would also be high given the numbers boarding. The strategic background for the concept of a PT Hub at Riccarton is summarised in **Attachment 2**.

3.2 In December 2014 Environment Canterbury will rollout the next phase of the new connected Metro Network (the East – West routes) which provides for the establishment of a series of suburban interchanges where feeder services will link passengers on to the core frequent routes. This is likely to further increase the volumes of passengers interchanging at the Riccarton PT Hub to and from the feeder services to the frequent routes and it is widely recognised that the present waiting facilities are inadequate.

3.3 In order to give the Riccarton / Wigram Community Board an opportunity to review and comment on the proposed street works (bus stops, car parks, pedestrian crossing and intersection modifications) a Part A report (one that requires a decision by full Council) was presented to the extraordinary meeting of the Community Board on 25 November 2014. The outcome of that meeting will be reported to the Committee by a separate memorandum (**Attachment 4**).

4. COMMENT

Streetworks

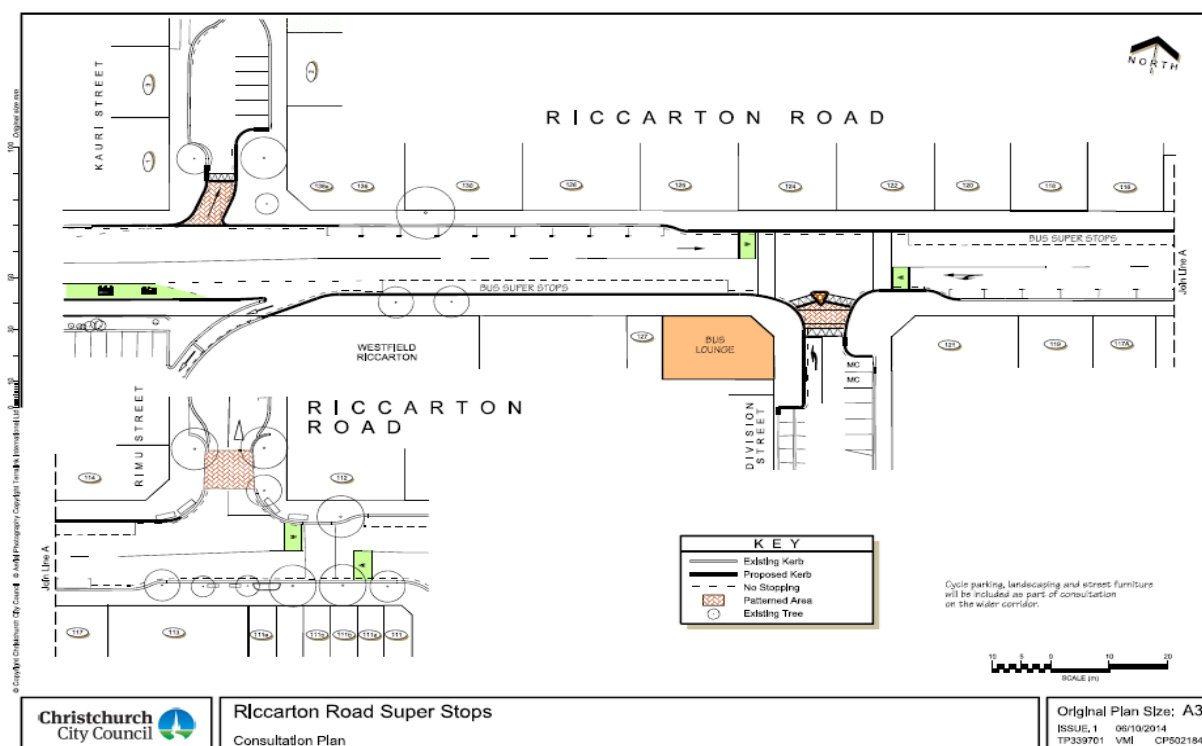
4.1 Staff have drafted plans outlining the necessary on-street measures to allow for the bus stops adjacent to the site at 123 -125 Riccarton Road, and to ensure public transport users can access the bus stops on the northern side of Riccarton Road. These are shown in Figure 1 below and are summarised as:

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- 4.1.1 The outbound bus stop (capacity for up to four buses) has been relocated from the Westfield site to outside 123 – 127 Riccarton Road and the adjacent Farmers store by removing the eight on-street car parks in this location.
- 4.1.2 The inbound bus stop (capacity for up to four buses) is relocated from outside the motels to outside 116 to 120 Riccarton Road by removing nine on-street car parks in this location.
- 4.1.3 Replace the current traffic signal intersection between Riccarton Road and Division Street with two signalised pedestrian crossings.
- 4.1.4 Division Street would become restricted to left-in and left-out only, with improvements to assist pedestrians crossing.
- 4.1.5 As part of the changes to Division Street it is proposed to install six angled car parks on the eastern side of the street to replace those removed from Riccarton Road.
- 4.1.6 Increasing footpath widths where possible to improve the pedestrian experience.
- 4.1.7 If centralised bus stops are provided, the current bus stop areas at on Riccarton Road by Rotherham Street could be utilised for additional public space and also some on-street servicing and loading or short-term car parking (approximately six spaces).
- 4.1.8 The Riccarton Road entrance to Kauri Street becoming left in only.

Figure 1: Riccarton PT Hub 123 – 125 Riccarton Road – Proposed bus stops, streetworks and pedestrian crossings with left in only entrance to Kauri Street (used for Consultation)



4 Cont'd

Stakeholder and Community Consultation

- 4.2 This process built on the earlier consultation that took place in July 2014 and which was reported to the Environmental Committee on 26 August. A decision was made to consult because the alternative site was available following unsuccessful negotiations with Westfield. The latter exercise (resolution 3 paragraph 1.1.3) took place in October for two and a half weeks and closed on 28 October 2014. Consultation included a drop-in session targeting the local businesses on 22 October at the Riccarton Community Centre attended by nineteen people. A key question was whether the Super Stop and lounge will be set up and maintained as an asset rather than a liability to surrounding businesses. The need for visible and timely security was a key concern. The report giving all the submissions, comments and staff responses is shown in **Attachment 3**.
- 4.3 Following distribution of an introductory information sheet to businesses and property owners, consultation on the concept plan was carried out via the Christchurch City Council's "Have Your Say" website facility. Leaflets were available on the website and delivered to property and business owners, residents and stakeholders including service centres and libraries, and submitters to the July 2014 consultation. Leaflets were handed out at the Westfield Riccarton bus stop in five three hour sessions and to bus companies and the central bus station, along with posters. Consultation also included phone and email responses and liaison with a key business representative.
- 4.4 Of the 254 submissions received, 172 are in general support of the proposal (89 of these from individual members of Generation Zero), 73 submitters are opposed, and nine provided comments only.
- 4.5 Support for the proposal was given by bus operators Go Bus and Red Bus, Environment Canterbury (ECan), Scentre Group (owner and operator of Westfield Riccarton), Christchurch Youth Council, CCS Disability Action, Blind Foundation, Canterbury District Health Board (CDHB), Automobile Association (AA), Generation Zero, and Canterbury Earthquake Recovery Authority (CERA). The business owner at 127 Riccarton Road, Westfield Riccarton management and the owner of 123-125 Riccarton Road supported the proposal, while the owner of 121 provided suggestions but did not indicate overall support or opposition.
- 4.6 Some adjacent businesses (at 122 and 123 and 128 Riccarton Road) expressed strong opposition as did the owners of 116 and 120 and 122, part owners of 117A, and the owner of the property and two businesses at 114 Riccarton Road. The Disabled Persons Assembly raised a number of concerns about disability access and facilities, which are being investigated and will be addressed in the detailed design process.
- 4.7 The Riccarton Bush/Kilmarnock Residents' Association does not support the proposal and questions the need for a lounge; the latter has been addressed in earlier reports (refer **Attachment 2**). The Riccarton Central Residents' Association also raised concerns about the process for genuine community input in respect of the decision at the 23 September Committee meeting being on the public excluded agenda. Nevertheless, options for the proposed waiting lounge have been reviewed by the former Environmental Committee in March on its open agenda, and in September, the report of which contained commercially sensitive information explaining why some details remain confidential.
- 4.8 The main issues and concerns raised include:
- 4.8.1 Key comments support the need to provide adequate facilities for the users of public transport, especially shelter, lounge and pedestrian crossing facilities, and improved bus stop layout at Riccarton.
- 4.8.2 Division Street is seen as more accessible location than the Westfield stops site, and could be a 'flagship' facility leading to revitalisation of the area.
- 4.8.3 There is general support to increase public transport use, and for the city to plan for and implement high quality city-wide public transport that will reduce traffic congestion and pollution by reducing the number of cars on the road.

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- 4.8.4 A key opposition comment was the facility having a detrimental effect on the surrounding area, especially for local businesses. This included loss of parking, buses obstructing shop fronts, noise, fumes/pollution (including idling buses), and traffic congestion, at this narrow point in Riccarton Road.
- 4.8.5 Concerns were expressed that there will not be enough security or surveillance to effectively manage loiterers, antisocial behaviour and other undesirable elements at bus stops or lounge.
- 4.8.6 A number of opposing submitters indicated a preference for the Westfield location, which they saw as safer and cheaper, and some suggested that the Council should restart negotiations.
- 4.8.7 Several respondents felt that Christchurch does not need the expense of a hub so close to the city – just a reliable and timely bus service.
- 4.8.8 Other submitters thought the Super Stop should be located off Riccarton Road or at other sites nearby.
- 4.8.9 There was strong opposition, particularly from businesses, property owners and workers, to the proposal to prohibit right hand turns in and out of Division Street. This was seen as exacerbating an already difficult situation for vehicle access including heavy vehicle loading, and would have detrimental effect on businesses. Several respondents stated the right turn out is essential and that proposed changes will result in more congestion on Riccarton Road owing to forced circuitous access routes.
- 4.8.10 Kauri and Rata Street residents and businesses led strong community opposition to the proposed left turn in only to Kauri Street, citing increased shortcutting and problems associated with accessing limited alternative routes out of these streets.
- 4.8.11 Additional suggestions included the need for shelter on the north side, which is being further investigated.
- 4.8.12 There were requests for timely arrival and departure information, especially from lounge to north side.
- 4.8.13 Several requests were made for a café, which would also provide passive surveillance and a positive atmosphere. Space for a barista/small coffee outlet will be considered at the detailed design stage, but may not be implemented for the lounge opening. Other suggestions such as library book kiosk, metro top up facility and accessible toilets will be considered during detailed design.

Staff Responses

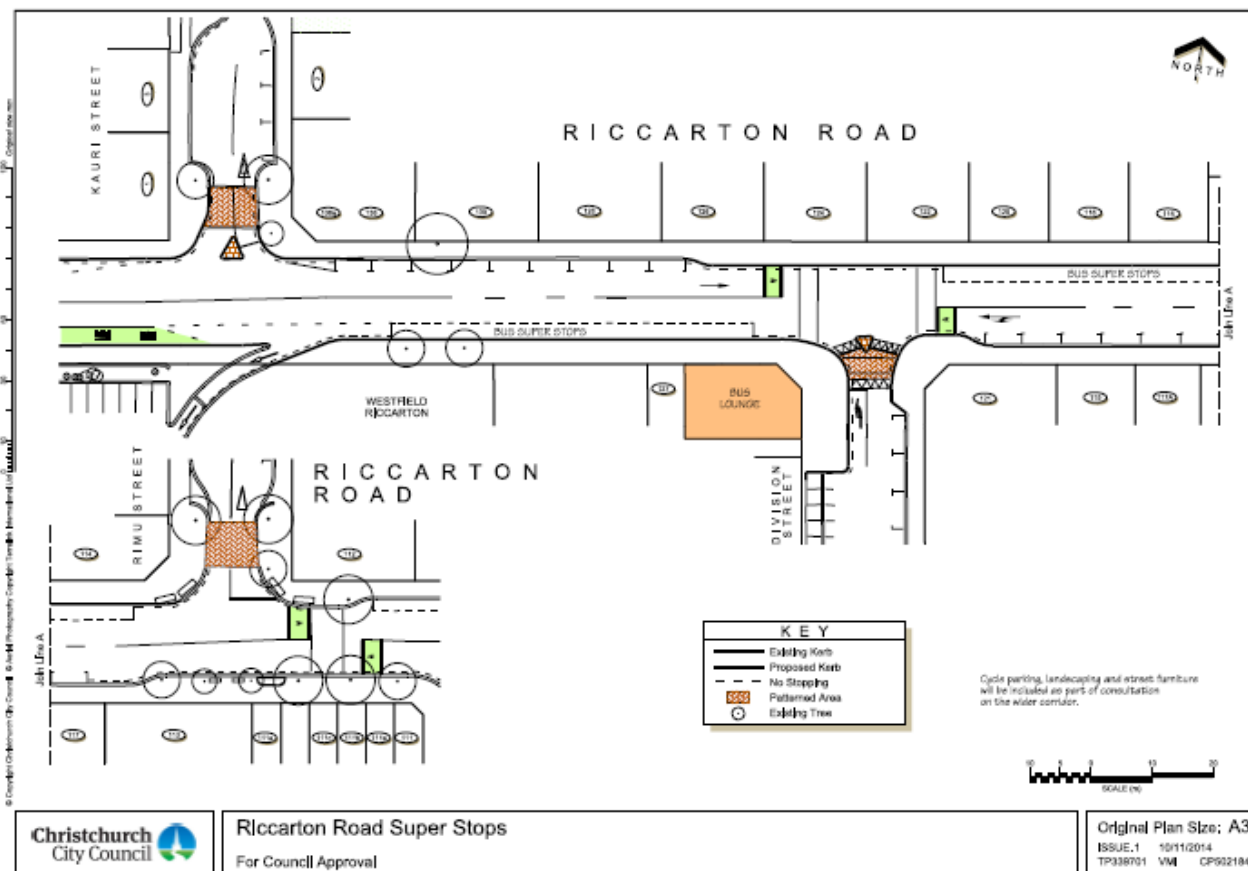
- 4.9 The proposed lounge and the relocated bus stops will not increase overall traffic levels. As the new stops will have more capacity it is likely that buses will be able to stop and leave more quickly and therefore reduce incidents of idling buses. Staff are actively working with ECan and the bus operators to seek solutions to minimise the impact of buses in this area. The results of the post earthquake "share an idea" consultation process included strong support to improve public transport. Riccarton Road is a key public transport route that includes bringing in customers for businesses in the area.
- 4.10 The security and safety issues, including the need for a 'safe haven' both day and night, are being investigated and are taking into account the feedback and concerns of bus users and businesses as part of the detailed design. In addition these issues will be reviewed in greater detail in the Infrastructure, Transport and Environment Committee's Public Excluded report on the proposed waiting lounge. The lounge will be well lit, regularly cleaned and monitored by security. Crime Prevention Through Environmental Design (CPTED) principles will apply.

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- 4.11 Concerning the Westfield Super Stop site there is insufficient space to provide for the Super Stop within the current road corridor, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.
- 4.12 Real Time Information (RTI) will be provided inside the lounge and on-street at the bus stops on both sides of Riccarton Road. Additional measures supporting improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue. It is not proposed to relocate the buses to Maxwell Street, for example, as this will add significant delays to bus services and increase journey times for passengers.
- 4.13 The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes such as Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street via Rotherham Street, or use Blenheim Road and Clarence Street. Traffic heading west or east from Division Street is advised to travel via Matipo Street and Blenheim Road.
- 4.14 Space for a barista/small coffee outlet will be considered at the detailed design stage, but may not be implemented for the lounge opening. Other suggestions such as library book kiosk, metro top up facility will be considered during detailed design.
- 4.15 The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to retain the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure right turning vehicles do not impede through movements at the same location at the on-road bus stop where buses are pulling away from the stop. Following consultation, additional angle parking near Riccarton Road was seen as unsafe and the existing parallel parking on the east side of Kauri Street will be retained.
- 4.16 The following modifications are proposed after project team consideration of consultation feedback and the revised proposals can be seen in Figure 2:
- 4.16.1 Not installing the proposed angled car parks in Kauri Street and Division Street.
- 4.16.2 Allow left turn out from Kauri Street. The right turn movements are still proposed to be prohibited.
- 4.17 Division Street will become left in and out only as proposed.

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Figure 2: Riccarton PT Hub 123 – 125 Riccarton Road – Proposed bus stops, street works and pedestrian crossings- amended following consultation



4.18 A summary of consultation issues and project team responses is provided in **Attachment 3** to this report. All submitters have been sent a letter updating them on the consultation and informing them of the report.

5. FINANCIAL IMPLICATIONS

- 5.1 The Capital Programme includes funding for this project as it is part of the cost sharing agreement with the Government for the new central City Bus Interchange; it was agreed that the Government through CERA, would be responsible for delivering the central city projects, while the Council would deliver the suburban proposals. This includes the necessary street works including the relocation of the bus stops outlined in this report.
- 5.2 The estimated total cost of the proposed street works is \$470,000, which includes the removal of the car parks, new signs and lines for the bus stops, real time information screens, the prohibition of rights turns into and out of Kauri and Division Streets, the signalised pedestrian crossing at Division Street, and the built out footpaths.

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6. STAFF RECOMMENDATION

That the Infrastructure, Transport and Environment Committee recommend that the Council:

- 6.1 Note the findings of the consultation process on the proposal to lease 123/125 Riccarton Road as a passenger waiting lounge, and the proposed changes to the bus stops and parking on both kerbs of Riccarton Road between Kauri Street and Rimu Street.
- 6.2 Approve that all traffic controls including traffic signals at the intersection of Division Street and Riccarton Road be revoked.

New intersection – Division Street/Riccarton Road - Traffic Control

- 6.3 Approve that the intersection of Division Street and Riccarton Road, be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Figure 2.
- 6.4 Approve that the right turn movement from the west approach of Riccarton Road at its intersection with Division Street is prohibited.
- 6.5 Approve that the right turn movement from Division Street at its intersection with Riccarton Road is prohibited.

Intersection – Kauri Street/Riccarton Road

- 6.6 Approve that the right turn movement from the east approach of Riccarton Road at its intersection with Kauri Street is prohibited.
- 6.7 Approve that the right turn movement from Kauri Street at its intersection with Riccarton Road is prohibited.

Existing Riccarton Road

- 6.8 Approve that all parking and stopping restrictions on the north side of Riccarton Road from its intersection with Kauri Street to its intersection with Rimu Street be revoked.
- 6.9 Approve that all parking and stopping restrictions on the south side of Riccarton Road from its intersection with Division Street to its intersection with Matipo Street be revoked.

Proposed Riccarton Road – North Side

- 6.10 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at the intersection with Kauri Street, and extending in an easterly direction for a distance of 13 metres.
- 6.11 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Riccarton Road commencing at point 13 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 57 metres.
- 6.12 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 70 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 42 metres.
- 6.13 Approve that a Bus Stop be created on the north side of Riccarton Road commencing at point 112 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 59 metres.
- 6.14 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 171 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 12 metres.





4 Cont'd**Proposed Riccarton Road – South Side**

- 6.15 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Matipo Street and extending in an easterly direction for a distance of 175 metres.
- 6.16 Approve that a bus stop be created on the south side of Riccarton Road commencing at point 175 metres east of its intersection with Matipo Street, and extending in an easterly direction for a distance of 59 metres.
- 6.17 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 234 metres east of its intersection with Matipo Street, and extending in an easterly direction for a distance of 16 metres.
- 6.18 Approve that a special vehicle lane for the use of westbound buses be established on the south side of Riccarton Road against the kerb, commencing at the intersection of Matipo Street, and extending in a easterly direction for a distance of 75 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

STANDARD COUNCIL/COMMUNITY BOARD/COMMITTEE REPORT

Title of Report:		Riccarton Road Corridor Public Transport Priority and Hub Decision Making Delegation			
Meeting of:		Council			
Date of Meeting:		13 November 2014			
Date Required by Democracy Services:		28 October 2014			
Community Board Consultation:		Needed:	N	Complete:	Y
Public Excluded		N if PUBLIC EXCLUDED the section below MUST be completed			
REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON		WHEN REPORT CAN BE RELEASED	

No of Attachments (must be cited in report) : Two	
Description of Attachments:	<ol style="list-style-type: none"> 1. Riccarton PT Hub Passenger Waiting Lounge – Bus Stop Changes Report to the Riccarton / Wigram Community Board 3 December 2013 (TRIM 13/1146003) 2. Council 26 June 2014 – Open Action Memo (TRIM 14/1233055)

Confirmation of Statutory Compliance			
In accordance with Section 76 of the Local Government Act 2002, this report is approved as:			
<ol style="list-style-type: none"> (a) Containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and, (b) Is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision. 			
	Name and title of signatories	Signature	Date
Prepared by	Philip Basher Transport Policy Engineer		21 October 2014
Approved by Finance Manager	Michael Day		22 October 2014
Approved by Unit Manager	Chris Gregory Assets and Networks		24 October 2014
Approved by Executive Leadership Team Member	Jane Parfitt Chief Operating Officer		28 October 2014

RICCARTON ROAD CORRIDOR PUBLIC TRANSPORT PRIORITY AND HUB DECISION MAKING DELEGATION

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Philip Basher, Transport Policy Engineer	Y	DDI 941 8605

1. PURPOSE AND ORIGIN OF REPORT

1.1 This report seeks to approve the Metropolitan Significance status of the Riccarton Public Transport (PT) Hub super stop and waiting lounge and the Riccarton Road Corridor PT bus priority projects. This report is also seeking to confirm that the decision making powers for both of these projects is delegated to the Infrastructure, Transport and Environment Committee because of the tight time-lines.

1.2 As part of this process the report is also seeking approval to rollover the delegation from the Council meeting on 26 June 2014 to the Infrastructure, Transport and Environment Committee, from agenda item 13 that:

“(1) Riccarton PT Hub Upgrade of Passenger Facilities – Superstop designs

1.5 Delegate decision on the final design version for the superstop and associated street works to the Environmental Committee because of tight time-lines.”

1.3 The Council’s approval is considered crucial because these two PT Projects require key decisions to be taken in December 2014 so they can be implemented in the first half of 2015.

2. EXECUTIVE SUMMARY

2.1 These projects are considered as being of metropolitan significance for a number of reasons as outlined in section 3.

2.2 In the delegations register for roads it states that:

*“It is the Council’s intention that Community Boards exercise their delegations in respect of **local projects**. A local project is any project that has only a local impact within the Community Board’s boundaries.”*

*“**Technical and metropolitan projects** are the responsibility of the Council. A technical project is a project with no public priority or design input required, or an internally focused project. A metropolitan project is a project which impacts on users across the city or is on recognised metropolitan assets.”*

“The decision as to whether the exercise of a delegated power is for a local project must be made by the Chief Operating Officer and the Director Corporate Services on behalf of the Chief Executive. The Chief Operating Officer and the Director Corporate Services may consult with the chairperson of the relevant Community Board.”

2.3 The metropolitan status of these projects was first considered in the 3 December 2013 Part A report to the Riccarton / Wigram Community Board (refer **Attachment 1**) which considered the proposals related to the lease of 119 Riccarton Road as the PT Hub lounge, which did not progress.

3. BACKGROUND

3.1 The concept of a passenger transport interchange and accompanying facilities on Riccarton Road (near to the Westfield Mall and other retail and commercial units in this area) is an integral part of the city’s overall public transport network and essential for the recovery of the network post earthquake. The Riccarton Road Corridor is the busiest bus corridor in the City and the section of Riccarton Road between Matipo Street and

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Clarence Street is the busiest passenger hub outside the central City. Over 2,800 passengers board bus services at bus stops on this section of street daily; a 40 percent increase since February 2011, which is one of the key factors in both proposals.

- 3.2 This dual metropolitan significance as the key western public transport corridor and an important suburban interchange location is endorsed by recent policies and strategies:
- 3.2.1 **Draft Regional Passenger Transport Plan (RPTP), Environment Canterbury (Ecan) 2014 – 2024** introduces the new connected service delivery model for the City's public transport network, with new routes affecting the Riccarton Road corridor and the PT Hub from December 2014.
- 3.2.2 **The Christchurch Transport Strategic Plan (CTSP), Christchurch City Council (CCC) 2012 – 2042** set out the City's direction to transform the public transport system into an attractive and reliable choice for commuters. The Plan defines a network of prioritised strategic public transport routes which are supported by a network of facilities (including suburban interchanges) and bus priority, which include the Riccarton Road Corridor and the Riccarton PT Hub.
- 3.2.3 **The Greater Christchurch Transport Statement (GCTS) signed by the UDS Partnership, 2012** has as top priority public transport infrastructure and transport interchanges (including Riccarton) for recovery and future growth of the city.
- 3.2.4 **Three Year Plan (TYP); CCC 2013/16 and the Crown/Council funding agreement** outlines the Council's spending priorities, specifically sanctioning the Riccarton Road priority scheme and the Riccarton PT Hub.
- 3.2.5 **The Greater Christchurch Land Use Recovery Plan (LURP), Canterbury Earthquake Recovery Authority (CERA), 2013.** The LURP highlights that establishing the Riccarton interchange and the on-street priority measures as vital to the success of the central city public transport interchange, the growth of public transport patronage, and the recovery of the city.
- 3.2.6 **An Accessible City (CERA) 2013** together with the LURP identifies the Riccarton PT Hub, together with the associated PT priority measures as essential to the recovery of the central city and integral to the success of the central city interchange and the overall recovery of the public transport system.
- 3.3 In a Part A report submitted to the Riccarton / Wigram Community Board meeting on 3 December 2013 (refer **Attachment 1**) the metropolitan significance of the then current proposal for a waiting lounge at 119 Riccarton Road and associated parking and bus stop changes was recognised. Although later in December 2013, the Council decided not to pursue this option and staff were instructed to report back on the other options in this area in March 2014 indicates that this is a key project for the whole city.
- 3.4 As highlighted above the metropolitan significance and the need for quick decision making was recognised when the Council on 26 June 2014 delegated its decision making power to the Environmental Committee (refer **Attachment 2**). The Environmental Committee has acted on this delegation twice since in reports to the meetings on 26 August and 23 September. In addition the Committee and the Riccarton / Wigram Community Board met for a confidential staff briefing on 23 September to review the options to be considered by the Committee later that morning.
- 3.5 The new connected network proposed by ECan will come into operation in December 2014 and the new Central City Exchange is planned to open in April 2015. In order to ensure that these projects are successful both Riccarton PT projects are crucial and need to be in place as soon as possible.

4. COMMENT

- 4.1 It is clear that although there is a keen local interest in both the Riccarton Bus Priority and the Riccarton PT Hub proposals there is also a wider impact across the whole city in respect of the implementation of both schemes. There are two elements to this issue:

- 4 -

4.1.1 **Riccarton PT Hub and Super Stops** – Confirmation of the Council's delegation from the 26 June 2014 meeting to the Environmental Committee (refer **Attachment 2**) now applies to the new Infrastructure, Transport and Environment Committee and that this project is of metropolitan significance.

4.1.2 **Riccarton Road Corridor Bus Priority Project** – confirm that the proposed bus priority measures are also a matter of metropolitan significance and that the Infrastructure, Transport and Environment Committee is granted the Council's delegated powers to make the necessary decisions because of the tight timelines.

4.2 The contents of this report do not mean that the Riccarton / Wigram Community Board will not be involved in the decision process for both elements of the Riccarton PT projects. A template for this process could be similar to the joint briefing conducted with the Environmental Committee on 23 September 2014. The details of future joint or separate briefings will be determined in due course.

4.3 In addition, the Riccarton / Wigram Community Board will have opportunities to make recommendations through Part A reports on all on-street works to the Infrastructure, Transport and Environment Committee.

5. FINANCIAL IMPLICATIONS

5.1 There are no direct financial implications arising from this report.

6. STAFF RECOMMENDATION

It is recommended that the Council:

6.1 Confirms that the Riccarton Public Transport Hub waiting lounge, super stop and associated street works, and the Riccarton Public Transport Priority project are both issues of metropolitan significance within the meaning of the Council's delegations register.

6.2 Delegates the decision on the final design version for the Riccarton PT Hub waiting lounge, the super stop and associated street works to the Infrastructure, Transport and Environment Committee because of tight time-lines.

6.3 Delegates the decision on the final design version for the Riccarton PT Priority project and associated street works to the Infrastructure, Transport and Environment Committee because of tight time-lines.

6.4 Instructs staff to ensure the Riccarton / Wigram Community Board is kept informed on the proposals arising from both project streams and staff arrange appropriate briefing session(s) accordingly.

6.5 Confirms that the Riccarton / Wigram Community Board will continue to make recommendations to the Infrastructure, Transport and Environment Committee on issues such as on-street works through Part A reports for the Riccarton PT Priority and the Riccarton PT Hub projects.

STANDARD COUNCIL/COMMUNITY BOARD/COMMITTEE REPORT

Title of Report:		Riccarton PT Hub Upgrade of Passenger Facilities – Superstop Designs			
Meeting of:		Environmental Committee			
Date of Meeting:		20 June 2014			
Date Required by Democracy Services:		06 June 2014			
Community Board Consultation:		Needed:	N	Complete:	N
Public Excluded		N if PUBLIC EXCLUDED the section below MUST be completed			
REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON		WHEN REPORT CAN BE RELEASED	

No of Attachments (must be cited in report) : Six	
Description of Attachments:	<ol style="list-style-type: none"> 1. Report by the Chairperson of the Riccarton / Wigram Community Board Meeting 03/12/13 re Riccarton Passenger Transport Hub – Passenger Lounge and Bus Stop Changes to Council 19/12/13 (TRIM 13/1146003) 2. Report to Environment Committee 20/03/14 – Riccarton PT Hub Review of Site Options (TRIM 14/159547[v2]) 3. Report to Community Committee Extraordinary Meeting 21/03/14 – Facilities Rebuild Programme – Options for Riccarton Community Centre (TRIM 14/283690) 4. Riccarton Road Corridor Study 2014 (TRIM 14/496981) 5. CPTED Response – Riccarton Public Transport Superstop Shelter Options (TRIM 14/494675) 6. Core PT West Riccarton PT Hub – Aurecon’s Pedestrian Crossing Memo 06/05/14 (TRIM 14/530665)

Confirmation of Statutory Compliance

In accordance with Section 76 of the Local Government Act 2002, this report is approved as:

(a) Containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,

(b) Is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

	Name and title of signatories	Signature	Date
Prepared by	Philip Basher Transport Policy Engineer		19 May 2014
Approved by Finance Manager	Michael Day		26 May 2014
Approved by (Acting) Unit Manager	Ron Clarke Asset and Network Planning		27 May 2014
Approved by (Acting) Executive Leadership Team Member	Terry Howes City Infrastructure Group		30 May 2014

RICCARTON PT HUB UPGRADE OF PASSENGER FACILITIES – SUPERSTOP DESIGNS

		Contact	Contact Details
Executive Leadership Team Member responsible:	(Acting) General Manager, City Infrastructure Group	N	
Officer responsible:	(Acting) Unit Manager, Asset and Network Planning	N	
Author:	Philip Basher – Transport Policy Engineer	Y	DDI 941 8605

1. PURPOSE AND ORIGIN OF REPORT

1.1 This report is to outline for the Committee concepts to improve the passenger facilities and pedestrian safety for the proposed Riccarton Public Transport (PT) Hub as outlined in the resolutions from the 20 March 2014 Committee meeting and confirmed by the Council on 27 March 2014, that:

1.1.1 Resolve that the Riccarton Public Transport (PT) Hub preferred option would be Westfield Mall frontage (Option 2) on Riccarton Road in front of the entrance to the mall.

1.1.2 Request that staff report back within three months with very attractive concept designs including innovative lighting and Wi-Fi, for the public transport hub to be implemented as an initial measure by way of the extension of the bus stop and improved and attractive passengers’ shelters in front of the Westfield Mall entrance.

1.1.3 Request that staff include pedestrian safety features within the design.

1.1.4 Request that staff investigate bus priority measures along Riccarton Road.

1.1.5 Request that staff investigate longer term options for a waiting lounge.

1.2 This report has been drafted in respect of resolution numbers one, two and three (paragraphs 1.1.1, 1.1.2 and 1.1.3).

2. EXECUTIVE SUMMARY

2.1 The concept of a PT Hub (or suburban interchange) and accompanying facilities on Riccarton Road (near to the Westfield Mall and other retail units in this area that comprise the Riccarton Key Activity Centre) is an integral part of the city’s overall public transport network and essential for the recovery of the network post earthquake. The Riccarton Road Corridor is the busiest bus corridor in the City and the section of Riccarton Road between Matipo Street and Clarence Street is the busiest passenger hub outside the central City. Over 2,800 passengers board bus services at bus stops on this section of street daily; a 40 percent increase since February 2011. Numbers alighting are unknown but would also be high given the numbers boarding.

2.2 In December 2014 ECan are scheduled to rollout the next phase of the “Hubs and Spokes” Metro Network (the East – West routes) which provides for the establishment of a series of suburban interchanges where feeder services will link passengers on to the core high frequency service routes. This is likely to further increase the volumes of passengers interchanging at the Riccarton PT Hub to and from the feeder services to the high frequency routes and it is widely recognised that the waiting facilities are inadequate.

2.3 In view of ECan’s service changes, new passenger shelters for the Riccarton PT Hub aim to be in place by the end of 2014. This will in turn support the opening of the new central city Bus Interchange due to open in April 2015.

3. BACKGROUND

3.1 The strategic background for the concept of a PT Hub at Riccarton is provided in detail in **Attachment 1** and **Attachment 2**.

- 3.2 In December 2013 the Council was asked to consider a short term lease option in the mid block area of Riccarton Road, which was rejected and instead the Council requested a report back on the other options in this area (refer **Attachment 1**). The 20 March 2014 report to the Environmental Committee (refer **Attachment 2**) reviewed three generic location options and the Council adopted the resolutions Committee recommended in paragraphs 1.1.1 to 1.1.5 at the 27 March 2014 meeting.
- 3.3 While the Council recognises that the Westfield Mall Frontage site for the Riccarton PT Hub is a suitable interim site for improved PT passenger facilities there is scope for future improvements in the area; see paragraph 1.1.5 and **Attachment 2**.
- 3.3 In terms of a long term solution for an indoor waiting lounge, there is a possible answer currently under review. Four options for the future of the Riccarton Community Centre were considered in a report prepared by the Community Services Unit for the extraordinary Community Committee meeting on 21 March (refer **Attachment 3**). The Council added a fifth option and resolved at the 27 March meeting this resolution relevant to the main issue reviewed in this report (highlighted in bold text):

*“Approve that a working group be appointed in conjunction with the Riccarton/Wigram Community Board to consider options 2, 4 and 5 and report back to the Community Committee within a period no later than three months. That as part of the report back, short term options as an interim arrangement are considered. **That the Committee also recommend the consideration of a public transport hub passenger lounge be taken into account by the working party.**”*

- 3.4 The report to the Community Committee on the progress of the working group on the favoured options is being considered by their 10 June meeting, but this work is at a very early stage. A separate memo will update the Committee on this matter.
- 3.5 The recently completed Riccarton Road Corridor Study 2014 (refer **Attachment 4**) considered by the Committee on 27 May made the following recommendations concerning public transport on this key corridor:
- 3.5.1 Provide bus priority measures in the form of peak hour uni-directional bus lanes along the corridor, with the exception of the section of Riccarton Road between Clarence and Matipo Streets.
- 3.5.2 Provide Bus priority measures in the form of advanced bus detection at key signalised intersections and pedestrian crossings along the Riccarton Road route.
- 3.5.3 Undertake an audit of bus stop facilities along the route to enhance the passenger waiting experience.
- 3.5.4 Provide bus lounges on both sides of Riccarton Road to enhance interchange facilities.

4. COMMENT

- 4.1 Aurecon was commissioned to prepare attractive interim design concepts (to include innovative lighting and Wi-Fi) for the Hub to improve and extend the existing passenger facilities at the Westfield Mall entrance, in accordance with the Environmental Committee’s resolution on 20 March 2014 (refer **Attachment 2** and paragraph 1.1.2). Options for improved passenger shelters on both the northern (inbound) and southern (outbound) kerbs have been prepared while recognising the physical limitations of both locations. This work also includes measures to improve pedestrian crossing facilities in the section of Riccarton Road between Matipo and Kauri Streets.
- 4.2 The Community Committee and the Riccarton / Wigram Community Board are actively reviewing options to replace the earthquake damaged Riccarton Community Centre and both are keen to explore a possible land swap deal that could also provide a PT passenger lounge. Although at this stage it is not certain if and when this could be in place it is possible that the joint community centre and passenger lounge could be available in say two to three years. Therefore, it is possible (but not certain) this could

make the current shelter concepts outlined in this report redundant within a relatively short time.

Shelter Concepts

4.3 The optional concept shelter designs for a proposed “Superstop” outside and opposite Riccarton Mall (see figure 1) are namely:



Figure 1: Riccarton Westfield Inbound and Outbound Bus Stops and Proposed Pedestrian Crossing

Outbound

- **Option A** – A mini-lounge (modern conventional design) shelter to provide better passenger protection from cold and wet weather and seats and rests; see Figures 2 and 3.

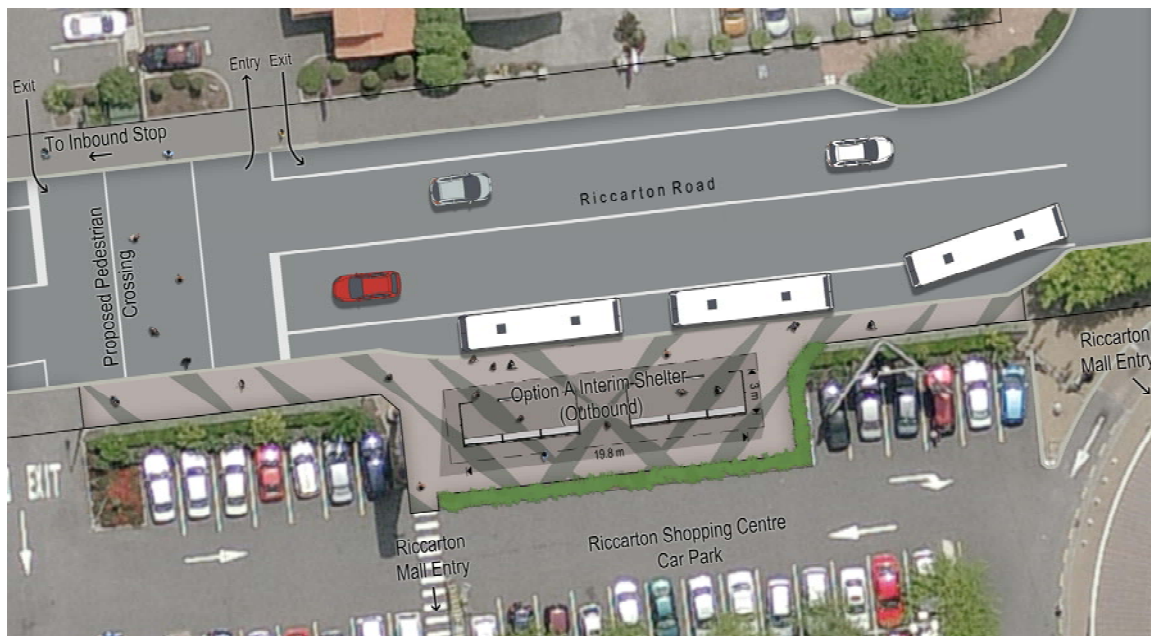


Figure 2: Indicates the possible footprint of the Outbound SuperStop Mini Lounge (Option A)



Figure 3: Outbound Stop Mini Lounge Concept Option A

- **Option B** – a mini-lounge (innovative design) shelter providing the same facilities as Option A; see Figures 4 and 5.



Figure 4: Indicates the Possible Footprint of the Outbound SuperStop Mini Lounge (Option B)



Figure 5: Outbound Stop Mini Lounge Concept Option B

Inbound

- A modern open shelter design with a cantilevered roof accommodated within the footpath; see Figure 6.



Figure 6: Inbound Superstop Shelter also showing the Proposed Signalled Pedestrian Crossing

4.4 Due to the desire to achieve an interim solution for this location that might be considerably modified later to deliver a full indoor lounge facility, the shelter options could be reused elsewhere in the City (subject to sufficient space) when they are not required at Riccarton. Environment Canterbury have identified 12 suburban interchange / superstop locations needed across the city to support the new network – and so modular designs that might suit these locations would be advantageous.

- 4.5 Based upon design experience in Australia and New Zealand with the level of demand from passengers at PT interchange hubs that can be created and accommodated have recommended that the shelters at Riccarton should accommodate:
- 4.5.1 Northern Kerb (inbound) – an estimated 35 passengers at a given time. Many passengers will arrive on feeder services that are timetabled to minimise the wait for the next core route bus.
- 4.5.2 Southern Kerb (outbound) – between 55 and 65 passengers (assuming some inbound passengers) estimated to wait 15 minutes or more for their transfer may prefer the lounge for greater comfort). It is felt that the outbound facility requires more capacity as many more passengers will have to wait for less frequent feeder buses particularly in the afternoon and evening.

Site Issues

- 4.6 In order to improve passenger waiting facilities along the Mall frontage (southern kerb) it will be necessary to reach an agreement with Westfield New Zealand to lease, buy or swap about 200 square metres of their car parking (approximately 10 car parks) and landscaping area to accommodate the new shelter. For clarity, the footpath (legal road land) is only two metres wide, which is insufficient to accommodate any of the proposed superstop shelters and allow the safe passage of pedestrians. Indeed the current Adshel passenger shelters are located on Westfield's land to allow for the movement of pedestrians.
- 4.7 Staff and appointed consultants preparing the outline designs have been in discussion with Westfield's representatives and the latest discussions (the Committee will be updated as the discussions move on) given the limited information available to the Westfield's representatives at this stage concluded:

Westfield

- Concern about use during weather events – addressed through design;
- Loitering around structure – addressed through design including the CPTED process;
- Ownership and future of surrounding trees – the Council is willing to cooperate;
- Pedestrian movement and safety.

Christchurch City Council

- To provide a written proposal of the lease options including a possible land swap deal.
 - The Property Team to engage a valuer to assist in the land swap negotiation.
 - The Council to determine the ownership of the land containing the Adshel shelters.
 - The Council to arrange copies of the shelter concepts to Westfield for their Senior Executive Team confirming that these are confidential this stage.
 - The Council to determine the consenting requirements for the proposed passenger shelter and the loss of car parks.
 - Any negotiations involving a land swap deal between Westfield NZ and the Council regarding the plots on Clarence Street and Riccarton Road would be lengthy.
- 4.8 The northern kerb presents a similar problem although the footpath (legal road) is three metres wide and the current Adshel shelter is entirely accommodated on the footpath. However, this site is complicated as the adjacent plots are owned by some motel operators and there are several vehicle crossovers servicing these establishments. This prevents providing the same level of facility potentially feasible on the southern kerb with a single land owner (Westfield). However, the southern side discussions have been

widen to include other stakeholders, particularly the neighbouring McDonalds restaurant (the Committee will be updated as the discussions progress).

Superstop Facilities

- 4.9 Aurecon has considered the provision of innovative lighting solutions available for both options. Their concepts revolve around creating very good and bright (but not to produce glare) lighting outcomes that ensure good facial recognition and good general lighting of the precinct / plaza around the proposed shelter structures including the use of photovoltaic panels. The three approaches are:
- 4.9.1 Light-emitting diode (LED) based lighting within the structure most probably in a strip along the ceiling spine of the structure;
 - 4.9.2 LED based area lighting for the precinct around the bus stops and shelters; and
 - 4.9.3 Creative highlight lighting of the structures and possibly the Metro branding.
- 4.10 Aurecon has also considered the use of glass panels could include a fritted pattern in the laminate which could pick up contemporary and traditional cultural imagery (and including local artists) and lighting could also be used to highlight this feature and a night image has been provided by Aurecon, see figure 7.



Figure 7: Cross Section of Shelter Option A showing the potential lighting

- 4.11 The officer working group consider that all the concepts provide an improved level of passenger comfort and innovation, which include some level of protection from bad weather, Real Time Information (RTI) Screens, appropriate seating, security and Wi-Fi access that staff believes meets the Council's resolution to provide attractive shelter concepts that improve the passenger experience. Additionally it is suggested that SmokeFree advisory signs are installed onto the shelters to discourage smoking particularly in the mini lounge. These signs are provided by the Canterbury Health Board at no cost except for a delivery fee. Staff are investigating a Wi-Fi service for passengers and members of the public which will be reported as part of the detailed design process in September. There are three options at this stage:

- 4.11.1 Use the public Wi-Fi service provided by Westfield for their customers (staff would need to discuss this with Westfield).

- 4.11.2 Provide an independent Wi-Fi service at the superstop sites; staff have been approached by Telecom who are keen to expand their Central City street Wi-Fi service to important suburban hubs and could be installed quickly and at little cost to the Council.
- 4.11.3 Utilise the on board Wi-Fi proposed by ECan for Metro bus services, although this may be several years from becoming live. ECan is looking to conduct a 12 months trial of on board Wi-Fi on the longer bus routes, but this is unlikely to start until June 2015 at the earliest.
- 4.12 Staff have consulted the Council's Community and Safety Team over the optional designs to get their views on the Crime Prevention Through Environmental Design (CPTED) which are summarised below. Refer **Attachment 5** for their full response:

"We agree with the project team that the enclosed option offers greater passenger comfort and are preferable to the cantilevered shelters."

Pedestrian Safety and Crossing Arrangements

- 4.13 Options to improve pedestrian crossing facilities that can be integrated into the proposed shelter options and also not unduly impede vehicular traffic on this busy highway (paragraph 1.1.3) have been explored. A mid block signalised pedestrian crossing (opposite numbers 140 and 142) is favoured (see figure 1), based on a 12 hour video survey of Riccarton Road between Kauri and Matipo Street of pedestrian activity and desire lines; details of which are given in **Attachment 6**.
- 4.14 Aurecon also modelled the mid block signal crossing which suggested it could work satisfactorily without negatively impacting on vehicle travel times or increasing delays. Nevertheless, there are concerns about the day to day impact on bus operations and traffic in this busy section of Riccarton Road, which is hampered by being close to the signal intersection with Matipo Road. It is obviously difficult to place a signalised pedestrian crossing close to a busy intersection that can attract the majority of crossing pedestrians in to using it. There are also concerns about the ability of buses to re-enter the main traffic lanes at peak and other busy times. As the designs shown are the initial concepts it is clear that these and other matters will need to be addressed in the detail design process.
- 4.15 Aurecon also considered an informal pedestrian crossing with a median refuge, but felt this option would not give the same degree of pedestrian safety and comfort and the refuge would narrow the traffic lanes significantly and potentially endangering cyclists on Riccarton Road.

Preferred Options

- 4.16 It is felt that in view of the constraints on both the southern and northern kerb sites and the provision of additional pedestrian crossing capacity that staff propose the following:
- 4.16.1 Northern Kerb (inbound) – install the proposed passenger shelter with a single (road facing) cantilevered roof to replace the existing Adshel facility to be approximately 18 metres in length (refer Figure 6).
- 4.16.2 Southern Kerb (outbound) – install the Option A Mini Lounge Shelter with a length of approximately 20 metres (refer Figures 2 and 3), subject to an agreement with Westfield New Zealand allowing the Council to lease the land in question.
- 4.16.3 Associated road works – which includes the provision of new mid block signalised pedestrian crossing outside numbers 140 and 142 Riccarton Road (refer **Attachment 6** and Figure 1) and the extension of the bus stop lay by on the southern kerb to accommodate three buses (refer Figure 2).

Next steps and further considerations

- 4.17 These are:

- 4.17.1 Proceed with the draft concept plans, which will also address the traffic management and engineering concerns, the CPTED and other safety issues.
- 4.17.2 Submit the building consent and resource consent applications.
- 4.17.3 Community Consultation on the options to include the stakeholders and the Riccarton / Wigram Community Board.
- 4.17.4 Agree with Westfield New Zealand the terms to lease up to 200 square metres of the car park fronting Riccarton Road.
- 4.17.5 Address any objections to the proposed shelters for the Riccarton PT Hub with the Hearing Panel process.
- 4.17.6 Address objections arising from the building and resource consents applications process including the Environment Court.
- 4.17.7 Report back jointly to the Environmental Committee and Riccarton / Wigram Community Board within three months with the concept plans for the favoured option to recommend to the Council to approve and proceed to implementation by the end of the current year.
- 4.17.8 Continue to liaise with the Community Services Unit on the potential joint Service/Community Centre and Passenger Waiting Lounge as a long term solution.
- 4.18 Section 339 (1) of the Local Government Act 1974 allows the Council to put up on the footpath of any road shelters for the use by public transport passenger. However, the shelter must not prevent access to any land fronting onto the road. Clearly this allows the Council to install and upgrade passenger shelters on the footpath and this will be subject to the Council standard practice which includes consultation with the neighbouring frontages, addressing any objections by a Hearing Panel and the formal decision by the Council following the recommendation of the joint Environment Committee and Riccarton / Wigram Community Board.
- 4.19 While the Council has the power to install a passenger shelter on privately owned land if it is either owned and/or controlled by the Council, we will follow the standard Passenger shelter process for the southern kerb site too. The proposed shelter on Westfield's land requires building consent and resource consent. Building consent is required as the proposed mini lounge is not viewed as a simple passenger shelter. Resource Consent is needed because the City Plan states any structure (including the proposed mini lounge) opposite Living 1 must be setback six metres from the road boundary at this location. In addition it may be necessary to obtain resource consent in respect of the loss of the car parking spaces if this means Westfield no longer complies with the City Plan in respect of the car parks requirements. This process will start following the approval of the shelter options seen as most beneficial to improve the PT Hub at Riccarton.

Possible Risks

- 4.20 It is worthwhile noting that there are several issues that could risk the successful delivery of this project for December 2014. They are:
- 4.20.1 The consents process for the southern kerb facility will add to our costs and could be delayed by objections.
- 4.20.2 Procurement of the shelters will probably need to go the market and could delay the implementation process.
- 4.20.3 Successful negotiations with Westfield and their sign off are not certain. It is possible the negotiations may not be successful and the Council would need to reconsider the alternatives.

5. FINANCIAL IMPLICATIONS

- 5.1 The Crown/Council Funding agreement provides funding and is included in the Council's Three Year Plan as part of the Public Transport Core Corridor (West) Riccarton Road. This will cover the capital costs of the proposal including the new passenger shelters plus improvements to local pedestrian crossing facilities. This funding is part of the cost sharing agreement with the Government for the new central City Bus Interchange.
- 5.2 The estimated capital costs provided by Aurecon for the works are:
- 5.2.1 Precinct works (common to all options) e.g. paving, lighting, Wi-Fi, signalised pedestrian crossing, and the extended lay by - \$295,000
 - 5.2.2 Option A Mini Lounge Outbound - \$665,000
 - 5.2.3 Option B Mini Lounge Outbound - \$570,000
 - 5.2.4 Inbound Passenger Shelter - \$245,000
- 5.3 If the Council were to proceed with the staff recommendations the estimated total costs would be approximately \$1,110,000 to provide a signalised pedestrian crossing, extending the southern kerb bus stop, an improved passenger shelter (inbound) (\$245,000) and Option B (outbound) \$570,000. If the outbound Option A was chosen the cost would increase to \$1,205,000. These estimates exclude other costs arising from this proposal, which include the costs to arrange the possible lease of Westfield's land, the annual lease rental, the costs to process the building and resource consents, and the additional cost that may happen in any objection processes.
- 5.4 The costs implications on the operational budget of the potential superstop passenger shelters at Riccarton Westfield beyond the initial capital costs are estimated at \$44,000 a year; based on the costs for the Northlands superstops which are met by Adshel as part of the cost sharing agreement with the Council. These include cleaning (\$13,000), power and maintenance (\$31,000). This item has not been specifically identified in annual plan for 2014/15 although the budget allows for Public Transport Infrastructure. However, the timing of this proposal will place pressure on the operating budgets and could result in overspending which will have to be addressed in future annual budgets. The net impact on the operation costs could be reduced depending on any maintenance and operating cost sharing arrangements the Council could negotiate with the shelter provider.
- 5.5 The cost implications of leasing the strip of land to accommodate the proposed passenger shelter on the southern kerb will be subject to negotiations with Westfield New Zealand and will have to be reported separately if the terms and rent exceed the staff delegations. These allow the Unit Manager (Corporate Services) to enter into a lease for up to five years to a maximum value of \$50,000 per annum.

6. STAFF RECOMMENDATION

It is recommended that the Environment Committee recommends to the Council:

- 6.1 That staff are instructed to proceed to draft the concept plans, community consultation and the building and resource consents for the proposed passenger shelters for:
- 6.1.1 Northern Kerb (inbound) – prepare a concept plan of the proposed Inbound Shelter with a single (road facing) cantilevered roof length 18 metres to replace the existing facility (refer Figure 6).
 - 6.1.2 Southern Kerb (outbound) – prepare a concept plan of the Option B Mini Lounge Shelter as suggested to an approximate length of 20 metres (refer Figures 4 and 5). This is subject to a final agreement with Westfield New Zealand allowing the Council to lease the land in question and obtaining the relevant consents.
 - 6.1.3 Associated precinct works – prepare a concept plan of the new mid block pedestrian crossing (refer **Attachment 6** and Figure 1) paving, lighting, Wi-Fi and the extension of the bus stop lay by on the southern kerb to accommodate three buses.

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- 6.1.4 Request staff ensure that the concept plans of the stops, the shelters, seating, signs (including wayfinding), the SmokeFree signs and Metro branding are coordinated with the new Central City Exchange and superstops.
- 6.1.5 Request that staff report back to a joint session of the Environment Committee and the Riccarton / Wigram Community Board to recommend to the Council within three months with detailed designs for the passenger shelters and pedestrian crossing facilities to improve the Riccarton Public Transport Hub. This process will also include the results of the community consultation on the favoured options and will take place soon after the hearing panel (if required) to conform with Section 339 (1) of the Local Government Act 1974 for any objections received. Staff will also report on the progress of the building consent and resource consent applications.
- 6.1.6 Request that staff update the Environment Committee in December 2014 on the progress for longer term PT Hub options at Riccarton, including the possible land swap option with Westfield New Zealand.

Proposed Riccarton Bus Super Stop and passenger waiting lounge at Division Street - Consultation feedback and project team response

Comment #	Supporting Comments	ID	Supports?	Project team response
1	I think this is a great idea. Riccarton Mall is a very popular destination, and as such generates a large amount of car usage. I support this proposal as I think it will help to decrease the amount of people using cars, which will in turn reduce carbon emissions, and hopefully speed up transit. This proposal should make bus patrons feel more comfortable and safe. Which will hopefully make bus usage a more common choice. I fully support this proposal and any similar developments.	2	Yes	Thank you for your submission and support.
2	A far better place with less disruption to traffic also no RH tun off Kauri St and only a LH Turn off Division St, Lounge is a much better location than in front of Westfield	4	Yes	Thank you for your submission and support.
3	This needs to happen we need much better bus facilitates in the riccarton mall area currently you struggle to fit 2 buses on in the out bound and a lot more then 2 need to use it at once we need bigger, warmer and dryer places for buses and passengers to wait	6	Yes	Thank you for your submission and support.
4	It very satisfied with this proposal after previous attempted designed lapse. It look fine to set up waiting lounge on Division Street. No problem with that.	10	Yes	Thank you for your submission and support.
5	Well I hard out support this event coming up. It for the best and just go for it ..We never know the success of our own people if we actually work it out..So I recommend uce go for it ..It for the community too.... Thanks	12	Yes	Thank you for your submission and support.
6	Westfield management support the proposal for the Division Street Super Stop. They flagged that Farmers use Division St for some loading/unloading, so have an interest.	13	Yes	Thank you for your submission and support.
7	Great idea. Fully support it. Use bus services 4 days per week.	14	Yes	Thank you for your submission and support.
8	Great idea! (I work in Riccarton)	15	Yes	Thank you for your submission and support.
9	I think it is a very good idea	17	Yes	Thank you for your submission and support.
10	I think this a good Idea	18	Yes	Thank you for your submission and support.
11	(1) It is long overdue to have this bus lounge provided. We think it is will-positioned. (2) We think the proposal improves pedestrian safety, because there are traffic lights close to the bus stops. (Crossing Rotheram Street after getting off a bus from the city has been difficult due to people turning swiftly off Riccarton Road). (3) As frequent cyclists we appreciate the green boxes for cyclists, but we avoid Riccarton Road ourselves if cycling.	27	Yes	Thank you for your submission and support.
12	Great idea.	30	Yes	Thank you for your submission and support.
13	My company (CBD Ltd) owns the retail addresses (123 and 125 Riccarton Road) being considered for use as bus passenger waiting lounge. Although I have a vested interest in the project proceeding I write to ass my points of view. The Riccarton Road street frontage being considered is contained within Matipo and Division Streets. Apart from Westfield and the intended premises at 123 and 125 Riccarton Road there is only one other retail tenant opening onto Riccarton Road in the block and that tenant (127 Riccarton Road) supports the proposal. When considering possible objections I imagine Westfield should have no concern. The tenant at 127 is in favour of the proposal. The tenant at 123 was an objector to the 119 Riccarton Road proposal however now has no commercial reason to object as I have agreed to its lease ceasing in January 2015. In any case its lease was due to end August 2015. It is useful to note that 125 Riccarton Road has been vacant for the last two months and has had three tenants in the last five years - all terminating because of a lack of foot-traffic. I suggest that the proposed facility will revitalise the area and make it safer as well as giving ideal pedestrian access to Westfield Mall along Division Street and also along Riccarton Road - both entrances being about 100 metres away. Thank you for considering my submission in support of your proposal.	31	Yes	Thank you for your submission and support.
14	No comment provided by submitter	32	Yes	Thank you for your submission and support.
15	Sounds really good. Much better than having the muddle that we have at present & awful when the weather is bad. Riccarton shops should be thinking of their customers comfort.	35	Yes	Thank you for your submission and support.
16	It would be great to have a CCC library drop box to return books. Also it is a real shame this project has been delayed by Riccarton Road retailers being dicks. They really hate buses and fail to understand people who catch buses also buy things in shops. The safer location for pedestrian crossings is great as the current site is pedestrian hostile and encourages risk taking.	37	Yes	Thank you for your submission and support. The provision of a drop box facility for CCC library books will be considered at detailed design.
17	No comment provided by submitter	39	Yes	Thank you for your submission and support.
18	No comment provided by submitter	44	Yes	Thank you for your submission and support.
19	No comment provided by submitter	45	Yes	Thank you for your submission and support.
20	To avoid accident and to much traffic along Riccarton Road.	46	Yes	Thank you for your submission and support.

21	It is disappointing the site for this facility has been relocated from Westfield, where it would be better to have, but this site will work and it is consistent with the need to ensure people are encouraged to use public transport (if they are not biking), instead of vehicles, on this busy route. I do not think the loss of parking is a major issue for the road, or businesses on it.	47	Yes	Thank you for your submission and support.
22	It's a great proposal. Riccarton bus stop just too small for present.	51	Yes	Thank you for your submission and support.
23	It will be great to have a propoer bus-stop in Riccarton, somewhere to get out of the weather! *As a regular user of the 3.21pm No 5 bus from Hornby I am worried that there will no longer be a frequent service down Blenheim Rd. This is very convenient for me and others who catch the bus at various stops along Blenheim Rd. Will Sockburn still have a service?	53	Yes	Thank you for your submission and support. The new bus routes can be found on the Ecan website, the number 5 will use Riccarton Road and Main South Road to Sockburn (and on to Hornby), and the proposed number 80 will use Riccarton Road, Wharenui Road and Blenheim Road to Sockburn but will not stop at Hornby.
24	Proposed plan looks great. Thank you for informing us.	55	Yes	Thank you for your submission and support.
25	The current bus stop at Riccarton mall is inadequate & disruptive to traffic. I think the proposed plan is a fantastic idea - will provide comfortable shelter, especially in bad weather. -will dramatically help the traffic on Riccarton Rd. The only problem could be taking business away from the tenants, but the fact is those shops are consistently bad & the super stop will create new opportunities for business. This would be a god send. -encourage new, diverse business. -Good investment -consider introducing new fare systems eg topup kioks	56	Yes	Thank you for your submission and support. The provision of a service to top up metro cards is being investigated, but is unlikely to be available on opening of the Lounge.
26	WIFI	58	Yes	Thank you for your submission and support. The provision of Wi-Fi has been considered and is to be included at the lounge.
27	I think this is a great idea. It will give people somewhere off the street to wait - in winter in particular I'm sure this will be much appreciated by bus passengers. Given the number of passengers passing through Riccarton Road the stop would be well utilised.	60	Yes	Thank you for your submission and support.
28	No comment provided by submitter	62	Yes	Thank you for your submission and support.
29	Yes	65	NR	Thank you for your submission and support.
30	Thanks for the chance to have a say. I'm not quite sure as to what the key means on the plan - especially the patterned area. Will those of us who have taken time to write comments be "rewarded with a definate plan that we can eventually get in the mail? Not everyone has access to a computer.	66	Yes	Thank you for your submission and support. A paper copy can be issued with the responses.
31	I am the business owner locating at 127 Riccarton Road, next door to the proposed super stop. My business was set up nearly two years ago, is not doing really well as expected. Because the lack of parking during working hours, people simply park their car and most often going to the mall, 60 parking is killing for business operating for a CONVENIENTCE store. My customers all experiencing the frustration of finding a parking, also my suppliers. we urgently need more foot traffic to address the issue. We had approached to the local community board, and was informed that the parking arrangement is in place for nearly 60 years,and very unlikely to change. I fully support the the proposed plan of superstop. Looking forward of the positive outcome.	67	Yes	Thank you for your submission and support.
32	If not here then where?	69	Yes	Thank you for your submission and support.
33	I think this is a great idea if security is provided at night. Anything is going to be better then standing on the footpath on Riccarton Rd in rain & cold or at night waiting for a bus.	70	Yes	Thank you for your submission and support. Security provisions are being considered as part of detailed design.
34	Would it be a good idea to have random pedestrian crossing lights over the Division/Riccarton corner easier access to & from lounge.	71	Yes	Thank you for your submission and support. The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue.
35	I use Metro Star to get to my place of work at Ilam School so will have to change buses now at Westfield so anything that facilitates easy access to my second bus gets my thumbs up.	72	Yes	Thank you for your submission and support.
36	Go Bus Transport fully supports the proposal to establish a Riccarton Bus Super Stop including passenger lounge facilities at Division Street, Riccarton. Go Bus is a major provider of public transport along the Riccarton corridor. We operate approximately 660 trips per day transporting a large number of customers to and from the Riccarton shopping area. We carry a cross section of passengers ranging from school children, elderly, workers and people with disabilities. These passengers deserve great facilities that provide a safe and accessible environment. We believe that the proposed changes to the bus stop facilities are essential for the following reasons: 1. Safety - the current layout encourages a dangerous mix of traffic and pedestrians. Our drivers have observed passengers and cars dodging each other while attempting to cross the roads to catch buses. There are also issues with pedestrians walking between buses. The current stop is not adequate to accomodate the number of buses servicing the area. There are frequent examples of either buses not being able to get onto stops causing traffic hold ups behind them. This has resulted in motorists making unsafe manoeuvres to get by the buses. 2. Accessibility - We believe that upgrading bus stop facilities is critical. Passengers with limited mobility need to be close to where the bus is stopping. It is equally important that the bus is able to pull up parallel to the stop to enable the accessibility features of the bus to be fully utilised. Bus operators and the Council's have invested vast amounts of money in supplying accessible buses that have wheelchair bays and ramps and can kneel to the kerb. These features are useless if the bus cannot get parallel to the kerb as is the case at the moment with the shorter stops. This benefit is not just for wheelchair passengers; the elderly, the less mobile and parents with prams use daily. 3. Security - We would ask that consideration be given to improving security around this facility. We feel that passenger safety and comfort will be enhanced by providing an "up market" facility that is well lit and equipped with security cameras. This will create an environment where passengers will not mind waiting and this in turn will aid patronage growth. The more populated the area is the less likelihood that the undesirable element will congregate. I would like to thank the City Council for the opportunity to express our support for this proposal.	73	Yes	Thank you for your submission and support. The security and safety issues including the need for a 'safe haven' both day and night are being investigated taking into account the feedback and concerns of bus users and businesses as part of the detailed design. The lounge will be well lit, regularly cleaned and monitored by security. CPTED (Cirme Prevention through Environmental Design) principles will apply. Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling the area regularly. The guards are to have a direct line of communication to the police and central station. A panic button and phone line is also proposed for waiting passengers to use in the event of an emergency or security issue. The open and closure of the building is likely to be undertaken by security guards or café operators, this arrangement is to be confirmed through design and consenting.
37	No comment provided by submitter	75	Yes	Thank you for your submission and support.

39	The existing outdoor stops provide cover for a dozen people at best, resulting in foot traffic blocked by the larger number that must stand to wait. The provision of an indoor waiting area will greatly increase comfort for passengers either making transfers or arriving at the stop before their bus. It will also lessen the effect on pedestrians on the path adjacent to the stops. The existing stop locations often lead to incoming buses waiting in the traffic lanes for a space to park and let passengers on/off. This presents a serious barrier to traffic flow, which is solved by providing more bus stop spaces. The additional changes to Kauri and Division Street intersections will also help to increase the amount of traffic moving through signals, which currently create a lot of stopping on Riccarton Road between Matipo and Rotherham Streets. It is expected that the indoor waiting area will have real-time ETA and route information, as with the central station waiting lounges. However the system is quite infamous for sometimes indicating a bus will be later or earlier than it really is or was. The inclusion of a live camera feed from the road between Division and Rotherham Streets, displayed near the ETA screens, will help people to confirm their bus really is pulling up, instead of leaving the lounge to discover they must wait longer, especially in cold or rain.	78	Yes	Thank you for your submission and support. The provision of a live feed of Riccarton Road will be investigated at detailed design. Real time information screens are to be provided and passengers will need to ensure they allow time to cross the road when accessing inbound services.
39	Anything which will improve the experience for bus passengers at Riccarton is to be commended.	80	Yes	Thank you for your submission and support.
40	This looks like a good solution to the challenges posed in identifying a site, it addresses safety for pedestrians by being close to existing crossings, this will also reduce traffic disruption by using existing infrastructure addresses business concerns by providing additional parking. I support changes to traffic flows. May be beneficial beyond providing the waiting lounge.	83	Yes	Thank you for your submission and support.
41	Considering the areas of best location and what is available to work with this is as good a place as any. Our local knowledge is relatively limited as we are visitors from Hawkes Bay. We have travelled a lot on bus services North South East + West and we congratulate you on a bus service second to none. Its fantastic. P.S. Don't forget Mothers with children + prams etc.	86	Yes	Thank you for your submission and support.
42	I use the buses a lot and I think it is a great idea. I think there should be more than one.	87	Yes	Thank you for your submission and support.
43	I believe this is a very valuable upgrade to the city's transport network. I commute between Sydenham and the University of Canterbury, sometimes by bicycle and sometimes by bus. This means travelling via Riccarton Road, and sometimes transferring at Riccarton Mall. The Riccarton Mall bus stop is overcrowded, uncomfortable, and exposed. There is clearly demand for better services from the many residents who use this facility. Many elderly residents transfer at Riccarton Mall, and it would be good if they were able to wait in a well appointed lounge. Bus users are often vulnerable members of our community, and it is important that we give the same care and attention to their needs as transport users as to anyone else. Improved bus services will be of benefit to the Riccarton business community, as it will mean more foot traffic. In particular, it will help retailers who are not in the mall. I strongly urge elected members to back this important upgrade, as a key step towards a more liveable city.	93	Yes	Thank you for your submission and support.
44	I think it's a good idea for the passenger waiting lounge. Because that you can sit inside on a cold and wet day for waiting for the bus that you need to get than waiting out in the cold weather.	101	Yes	Thank you for your submission and support.
45	Thank you for the opportunity to comment on the proposed Riccarton Super Stop and passenger waiting lounge at Division Street. Our staff are working collaboratively with Christchurch City Council on the detailed designs for this proposal and we appreciate this input. Overall, we support the proposal for bus stop and passenger improvements on Riccarton Road at the proposed location. These improvements are urgently needed to support the new connected bus network which will be implemented in December 2014. Fewer bus services will run all the way to the central city so more passengers will need to transfer onto the high frequency services at Riccarton to reach the central city. Riccarton has always been an important destination for many passengers, with around 3000 passengers boarding there every day, but this will make it even more important as it will also be a busy transfer point.	104	Yes	Thank you for your submission and support.
46	The following points outline some of the key benefits that we believe will result from this proposal: <ul style="list-style-type: none"> • Pedestrian safety will be greatly enhanced as passengers will be able to cross at the signalised crossings at the Division Street intersection. This is a great improvement on the current situation which is dangerous and lacks a safe pedestrian crossing facility. • The improved bus stops will provide enough space for four buses which is an improvement on the current shorter stops. This will enhance safety for all road users as buses will be able to pull in completely without blocking the traffic lane, which is currently a problem . • We support the passenger lounge on the southern side of the road as this will provide a safe, attractive and convenient location for passengers to wait. This will help encourage more people to use public transport and contribute to patronage growth in the future to support the city as it rebuilds. • The corner site is well located in the centre of the Riccarton business area so it is convenient for passengers and will provide a good profile for the Metro lounge. • The central location of the proposed super stop will enable Christchurch City Council to reduce the overall number of bus stops along Riccarton Road. There are currently two sets of bus stops in this area - one outside the mall and one near Rotherham Street. This super stop will allow those to be combined into one central location which is more convenient for passengers, will speed up bus travel times by reducing the number of stops and will use less overall road space than the current situation. 	104	Yes	Thank you for your submission and support.

47	<ul style="list-style-type: none"> We support the westbound bus lanes illustrated on the plan which will allow buses to leave the bus stop and travel to the Matipo Street intersection without suffering delays by having to reenter the traffic lane. This will also provide a smoother traffic flow for general traffic as they will not have to wait for buses as they pull out. We support the restrictions to traffic movements at Division Street and Kauri Street as these intersections can cause delays for buses and general traffic. <p>In addition to these benefits, there are some additional details that we would like to be included :</p> <ul style="list-style-type: none"> We recommend that a similar facility is provided on the northern side of Riccarton Road as soon as possible to cater for passengers heading into the central city. This will further encourage patronage growth in the future. We strongly recommend that the proposed passenger lounge is well integrated into the surrounding area by offering other facilities rather than just an isolated waiting lounge. In particular, we strongly support the inclusion of a small cafe facility as this will enhance the appeal of the lounge and create a more pleasant experience for passengers. This could provide some potential rental revenue for CCC to offset the lease costs and could reduce ongoing operational costs as cafe staff could also provide services such as cleaning, rubbish collection and opening/closing the facility each day. A cafe will attract other visitors to this location and provide a nicer environment for waiting passengers with passive surveillance which will make customers feel safer and deter bad behaviour. It is critical that the Riccarton lounge provides an excellent example to demonstrate how well a Metro lounge can operate in a commercial location so similar facilities can also be provided in other locations in the future. 	104	Yes	Thank you for your submission and support. The provisions for an improved waiting facility on the north side is being further investigated. Space for a barista/small coffee outlet will be considered at detailed design, but may not be implemented for the lounge opening.
48	<ul style="list-style-type: none"> A direct link could potentially be provided through to the neighbouring convenience store. This option should be explored with this business as it could provide more integration and services for passengers and should benefit this existing business. The design of the stops should comply with the Christchurch City Council's Bus Stop Guidelines to ensure they are safe and accessible for all passengers. In particular, we urge the council to ensure that the kerb is kept clear of obstacles (including rubbish bins) so buses do not hit these as they pull in and out of the stops which is currently a problem. The Northlands Super Stop design posed several issues for the disabled community. We strongly encourage the council to ensure the final designs are reviewed by disability organisations before they are constructed to ensure these issues are not repeated. The footpaths need to be wide enough and kept clear to ensure safe and easy disabled access. Bus companies have mentioned some operational concerns about cars entering the mall in front of the westbound bus stop. We ask council staff to consider this in the detailed design. We appreciate being involved in the Project Group that oversees this work and look forward to providing input to the detailed design. Once the design has been finalised, we would like to continue our involvement to ensure we can provide excellent information at the facility for our passengers. 	104	Yes	Bus stop designs will be designed in accordance with the Council's design guidance. As detailed design progresses, additional input can be sought from key stakeholders and advisors where necessary.
49	I support the plan for a Super Stop and Passenger Waiting Lounge around the Division St area. It would be nice to see some plants and shrubs around the outside of the waiting lounge and by the bus stops. The current main bus stop near McDonalds is inadequate and dangerous. There are not enough shelters for the in bound bus stop, and people are crossing and dodging traffic to cross the road to Riccarton Mall. I hope this plan will go ahead and you can work through with retailers etc who want to stop the proposal.	106	Yes	Thank you for your submission and support.
50	I think this is a brilliant idea especially for those who work in riccarton mall and surrounding areas. As some of us myself included finish rather late and when it hits the winter months it'll save us workers waiting in the cold and dark while waiting the bus.	109	Yes	Thank you for your submission and support.
51	Scentre New Zealand Limited (Scentre) as owner and operator of the Westfield Riccarton Shopping Centre (the Shopping Centre) generally supports Christchurch Councils proposed bus lounge between 116 and 120 Riccarton Road.	113	Yes	Thank you for your submission and support.
52	Most businesses on the north side have off street parking, I think the impacts to the smaller business on Riccarton Rd will not be negative, hopefully this increases bus use and they receive more business from the increase in bus passengers.	117	Yes	Thank you for your submission and support.
53	<p>The Canterbury District Health Board (CDHB) welcomes the opportunity to comment on the Proposed Riccarton Bus Super Stop. The reasons for making this submission are to promote the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.</p> <p>The CDHB emphasises the association between transport and population health. The societal value of an effective transport system is far-reaching, and includes environmental, social, economic, and health benefits. An equitable and accessible public transport network is necessary for enabling all members of the community to access education, employment, essential services; including health services and to fully participate in society.</p> <p>Specific Comments Bus Super Stop and Passenger Lounge</p> <p>The CDHB strongly supports the proposal to construct the Riccarton Bus Super Stop and Passenger Waiting Lounge. Riccarton is a key hub within the greater Christchurch public transport network and it is important that improved infrastructure, including bus capacity and passenger facilities, are introduced at this location in order for the recently reviewed bus network to function effectively. It is good to see a significant improvement in this design from the previous design further west along Riccarton Road. An enclosed bus lounge delivers good quality suburban interchange facilities and sets a precedent for future bus lounge facilities at other key activity centres in the city. The CDHB encourage the quick implementation and progression of the eastbound passenger lounge to complement the proposed facility. It is very important that these facilities, access points, and adjacent pedestrian crossings are designed to enhance accessibility for everyone, including those with visual, mobility, and cognitive impairments. In addition it is important that phasing of traffic signal sequences is prioritised for pedestrian movements across Riccarton Road at Division Street.</p>	124	Yes	Thank you for your submission and support. The provisions for an improved waiting facility on the north side is being further investigated. The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue.

54	The Canterbury West Coast District of the NZAA support the proposed Riccarton Super Stop and passenger lounge as outlined in the "Have your Say" document.	127	Yes	Thank you for your submission and support.
55	Selwyn District Council supports the Proposed Riccarton Super Stop and Passenger waiting lounge as it will: - provide significantly improved accessibility and levels of service for all PT users, including Selwyn residents - provide warmer, drier and safer waiting area - greatly improve safety, particularly for those crossing the road from east bound buses. - remove the current location of the west bound bus stop from an "island" of busy traffic movements which is difficult for many users to negotiate - better support the new east-west hubs and spokes model - service the mall as well as the businesses and services along Riccarton Road - encourage further use of PT in travel to and from the city. We note there is no mention in the project information on bag storage/lockers or whether cycle facilities will be provided nearby and encourage consideration of these. Thank you.	130	Yes	Thank you for your submission and support. Cycle parking and other facilities such as bag lockers will be considered as part of detailed design. Cycle parking will also be considered as part of the wider corridor Riccarton Road Corridor from Matipo Street to Deans Avenue.
56	Thank you for the opportunity to comment on the Proposed Riccarton Super Stop and passenger waiting lounge at Division Street. Red Bus continues to strongly support the development of modern, comfortable and people friendly passenger transport facilities that create connections with Westfield Mall and adjacent retail areas along Riccarton Road. Riccarton Road is a core service route for passenger transport forming a fundamental connection between the west, central and east of Christchurch City. The 90,000 passengers a month boarding buses on the four stops near Westfield's Mall and 70 peak bus movements an hour along Riccarton Road means that the level of passenger transport activity on Riccarton Road is second only to that at the Central Exchange. The major investment in the City's rebuild with the bus interchange, dedicated bus lanes and super stop on Manchester street and the super stop alongside the main hospital are core elements in the future passenger transport network. For these investments to be completely successful it is essential to have similar quality passenger transport infrastructure at major retail hubs such as Riccarton. The present major Riccarton Road bus stop outside the Westfield car park and McDonalds does not meet safe operating requirements and provides marginal protection against the elements for passenger transport customers. In terms of safe operations if there are more than two buses on the current stop the third bus projects into the road lane slightly and a arrival of a fourth bus (which occurs regularly) effectively closes the west bound traffic lane. Both of these situations, which occur all too frequently, delay traffic and can cause risky overtaking manoeuvres from other drivers. The four bus length stop proposed outside the passenger lounge will address this safety issue and reduce traffic delays for bus drivers and other road users alike.	131	Yes	Thank you for your submission and support.
57	Great idea. Very much appreciated by elderley passengers waiting. Good security, route info., very helpful re bus time arrival. Buses on Riccarton Rd need a bus lane from approx Hagley Park to Ilam Rd in both directions at all times. There is ample parking off Ricc Rd.	140	Yes	Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
58	Generation Zero would like to express full support of the Council's proposal for a bus waiting lounge at 123-125 Riccarton Road and additional bus stops between 114 and 120 Riccarton Road. Given the popularity of the current bus stops near Riccarton Mall and the extent to which these are utilised (often at full capacity, or with people spilling out onto the roads during peak times) an indoor waiting lounge is fully justified. Through the 'Share an Idea' campaign, the people of Christchurch sent a clear message that they wanted better public transport facilities across the city. So far nothing has been done to address this. Hundreds of people use the Riccarton bus stops every day and should be able to wait for their bus in comfort. The current bus stops present a safety hazard as people (including school children) are often spilling onto the road, and crossing the road unsafely. We urge the Council not to waste or delay yet another opportunity to upgrade public transport facilities in Riccarton. Some of the most liveable cities across the world (including Geneva, Copenhagen, Paris, Tokyo and Curitiba) prioritise public and active transport facilities over the use of private automobiles.1 Let's ensure that Christchurch becomes a world-class, liveable city too by investing in better public transport infrastructure. In order to encourage the public to use public transport, it must be implemented to a high standard right across the board, not just in one or two areas. Riccarton has become a major activity hub since the earthquakes, and passenger facilities should cater for the level of patronage through this area. Generation Zero fully supports a strong joint partnership between ECan and CCC to deliver a first class public transport network. We believe that investing in public transport, cycling and walking will result in less cars on the road, thereby reducing our CO2 emissions. Not only will this result in a healthier city for all, but it is also in our city's best interests economically. The New Climate Economy Report (2014) states that shifting to high-quality public transport systems will "reduce urban infrastructure capital requirements" while also unlocking significant medium to long-term economic and social benefits. 2 It is imperative that we think long-term when making decisions about the rebuild of Christchurch. Let's not waste this opportunity to build a clean, green, liveable city of the future. 1 Nebel, B. J and Wright, R.T (1997). Environmental Science: The Way the World Works, New Jersey: Prentice Hall. 2 The Global Commisison on the Economy and Climate (2014). New Climate Economy Report, Better Growth, Better Climate (www.newclimateeconomy.report)	143	Yes	Thank you for your submission and support.
59	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. In order to increase use of public transport, it must be implemented to a high standard right across the board. The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.	144-178	Yes	Thank you for your submission and support.
60	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. In order to increase use of public transport, it must be implemented to a high standard right across the board.	179, 182-184	Yes	Thank you for your submission and support.
61	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.	180	Yes	Thank you for your submission and support.

63	<p>I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>In order to increase use of public transport, it must be implemented to a high standard right across the board.</p> <p>The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	181	Yes	Thank you for your submission and support.
63	<p>- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	185-187, 190-196, 198, 201-205, 207, 208, 210-214, 217-220, 223, 225-230, 233	Yes	Thank you for your submission and support.
64	<p>- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	188	Yes	Thank you for your submission and support.
65	<p>Overall there should be priority in establishing better facilities for public transport with the addition of more and better cycleways and educate drivers on how to be responsible regarding other road users</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	189	Yes	Thank you for your submission and support. Cycle facilities are to be considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
66	<p>Busses along Ric Road will not function well until they can maintain time schedules. This requires bus lanes and should be a priority over the passenger lounge. That being said I do appreciate the development of this lounge.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	197	Yes	Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
67	<p>This lounge is such a no brainer - please support it!</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	199	Yes	Thank you for your submission and support.
68	<p>An indoor waiting lounge in Riccarton is one of the best ideas I have heard in a long time. I only wish this had been proposed sooner!</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	200	Yes	Thank you for your submission and support.
69	<p>Coming up from Dunedin I use the buses when I can and look forward to having excellent public transport in the future.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>	206	Yes	Thank you for your submission and support.

70	<p>I am a Wellington resident who travels to Christchurch reasonably often and relies on public transport to get around while there. Building a high quality public transport system is vital to the smart economic development of Christchurch - see Chapter 2 of the New Climate Economy report, Better Growth, Better Climate: www.newclimateeconomy.report</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	209	Yes	Thank you for your submission and support.
71	<ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. 	215	Yes	Thank you for your submission and support.
72	<p>Public transport is not a choice for so many people but their only option to get around. Please provide warmer and more spacious facilities for those who are waiting for buses.</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	216	Yes	Thank you for your submission and support.
73	<p>Christchurch's rebuild (its momentum and character) is currently being disproportionately determined by private interests - this is antithetical to creating a city that represents and works for the people who live in it. The provision of public facilities is incredibly important if we are to collectively create a smart, sustainable, accessible, and democratic community.</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	221	Yes	Thank you for your submission and support.
74	<p>This is a great step in the right direction! Having spent a couple of hours talking to bus users in Riccarton it is clear that this is something the public want also.</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	222	Yes	Thank you for your submission and support.
75	<p>The bus stops should also support cycling, for example, bike stands at the stops, and cycle lanes leading to and from the stops.</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	224	Yes	Thank you for your submission and support. The provision of cycle parking will be considered as part of the detailed design and as part of the wider corridor proposals from Matipo Street to Deans Avenue.
76	<p>Riccarton road is extremely dangerous for cyclist, especially around the bus-stops near Westfield mall, if buses were diverted to a special platform area like the one at Princess Margaret hospital this could save lives. And although parking space is obviously important to the owners of Westfield mall they would surely benefit more from better public transport access and all it should take is the CCC's cooperation.</p> <ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	231	Yes	Thank you for your submission and support.
77	<p>A pedestrian crossing at the bus stop would be really useful.</p> <ul style="list-style-type: none"> - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 	232	NI	Thank you for your submission and support. Pedestrian crossings controlled by traffic signals are being provided at Division Street.
78	<p>"No food outlets" "No WI FI and screens" A warm well lit waiting lounge regular cleaning, security cameras & patrol yes also seating. I have been using the bus service for over 30 years (I do not drive) We don't need to encourage the likes of out mental health people every day there is someone asking for money cigarettes. They frequent P.M.H. Hospital Riccarton Mall Barrington Mall "Please take note"</p>	241	Yes	Thank you for your submission and support. All additional features are being considered at detailed design.
79	<p>The location of the proposed super stop is a compromise: the front of the mall would have been ideal but the decision cannot be put off indefinitely and I will be happy to have a warm dry place to wait finally!</p>	242	Yes	Thank you for your submission and support.
80	<p>Public transport vehicles should be given priority on Riccarton Road, given the number of services using it. It appears that a bus lane is proposed for the westbound buses as they approach Matipo St, but not between Rotherham and Kauri St, so the buses will benefit from by-passing the queue at Matipo St only. Having parking on the north side of Riccarton Rd between Kauri St and Division St, but on the south side between Rimu St and Division St, makes sense as it gives a spread of kerbside parking. Stopping vehicles exiting Kauri St is also sensible and should improve traffic flow and safety. Having Division St as 'left-in-left-out' will make it difficult to access if approaching from the west, but it should make it safer for pedestrians (and simplify signal control at the Riccarton-Division intersection). I suspect there might be a bit of a problem with car turning left into the Westfield car park conflicting with buses leaving the super stop. The bus lounge is very good, in terms of its proximity to Westfield and making bus services more attractive to people going to/from Westfield.</p>	243	Yes	Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.

81	The passenger waiting lounge will need to have toilets that are cleaned regularly. The bus exchange toilets are filthy and need to be cleaned more often.	244	Yes	Thank you for your submission and support. Comment regarding the toilets is noted.
82	The proposed plan should be a temporary solution to the transport issue. There will still be too much traffic congestion on Riccarton Road. A dedicated bus station separated from Riccarton Road will seem to be the best solution. The bus lounge is a good idea for comfort and security.	248	Yes	Thank you for your submission and support. A long-term option is to consider an off-street Interchange, however this can not be delivered within the timeframes.
83	Submitter provided no comment	249	Yes	Thank you for your submission and support.
84	Café facility is a must (At least a barista) Café hours should be from early to late say 6am - 9pm	254	Yes	Space for a barista/small coffee outlet will be considered at detailed design, but may not be implemented for the lounge opening. The opening times will need to be considered to ensure it meets passenger requirements.
85	Thank you for the opportunity to comment on the proposed Riccarton Super Stop and passenger waiting lounge at Division Street. CERA fully supports the proposal as detailed within the plan documentation. A recommendation to further improve the proposed design is also included at the bottom of this letter. CERA considers that the development of the Proposed Riccarton Super Stop supports provisions within a number of earthquake recovery planning documents. These include the Recovery Strategy for Greater Christchurch, the Land Use Recovery Plan, and the Christchurch Central Recovery Plan. The Recovery Strategy for Greater Christchurch includes Goal 5 which is to: Develop resilient, cost effective, accessible and integrated infrastructure, buildings, housing and transport networks by; The supporting goals for Goal 5 that are relevant to the super stop proposal include: 5.1 coordinating and prioritising infrastructure investment that effectively contributes to the economy and community during recovery and into the future; 5.4 developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices.	258	Yes	Thank you for your submission and support.
86	CERA consider that the Proposed Riccarton Super Stop is consistent with these goals. The Land Use Recovery Plan states in section 4.4.2 that a new model for public transport has been initiated and refers to the integration of key activity centres as part of this model. The Land Use Recovery Plan subsequently includes Action 41: Transform public transport. This action includes the provision of a suburban hub at Riccarton as part of the wider public transport recovery package agreed to by CCC and ECan. CERA acknowledge that the Proposed Riccarton Super Stop therefore gives effect to Action 41 of the Land Use Recovery Plan through providing a suburban hub at Riccarton, and is pleased to see the advancement of this work. It is noted that the proposal is also likely to help achieve outcome 13 of the Land Use Recovery Plan which is that "An attractive and financially viable public transport network supports significantly increased use." CERA has been working extensively with both the Christchurch City Council (CCC) and Environment Canterbury (ECan) as part of An Accessible City, the transport chapter of the Christchurch Central Recovery Plan. The Recovery Plan details that it "will support the re-establishment of central Christchurch's function as the primary activity centre for greater Christchurch. Ensuring central Christchurch has reliable, safe, effective and efficient connections to the rest of Christchurch and Canterbury is vital for the recovery of the central city and of the wider region. The transport system will allow people to travel easily between the central city and other parts of Christchurch central and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving".	258	Yes	Thank you for your submission and support.
87	An Accessible City also seeks to cap private vehicle use at pre-earthquake levels by providing enhanced accessibility to walking, cycling and public transport. To achieve this key outcome CERA has been working collaboratively with CCC and ECan to ensure public transport infrastructure within the central city creates a compelling environment to promote and sustain mode shift in favour of public transport. The proposal for a Super Stop and Passenger Waiting Lounge in Riccarton creates an enhanced environment for public transport passengers which aligns closely with the Land Use Recovery Plan and the principles of An Accessible City. In particular: The development of a suburban hub for passenger transport at this location is outlined under Action 41 (Transform Public Transport) of the Land Use Recovery Plan and this proposal assists with the delivery of this objective. The principle of a Super Stop at this location is consistent with those proposed on Tuam Street adjacent to Christchurch Hospital and on Manchester Street immediately adjacent to Worcester Street. This consistency across the network will provide improved legibility of public transport infrastructure for passengers. The location of the passenger waiting lounge adjacent to a pedestrian signalised crossing provides a high level of service for pedestrians allowing them to easily exit the lounge and access the bus services on the north side of Riccarton Road. We look forward to our continued collaboration with both CCC and ECan in the delivery of an enhanced city-wide public transport system and we welcome the opportunity to provide further input as this proposal progresses to detailed design.	258	Yes	Thank you for your submission and support.
Suggestions		ID	Project team response	
88	As a student from the University of Canterbury I regularly take the bus and transfer at Riccarton Mall. For me I find that safety is an issue with the current bus stops, as the lack of pedestrian crossings is leading to Children, Elders, and the Disabled taking risks when crossing the road. I am strong supporter of this plan, and believe that it will help improve foot traffic for local business, as well as ease traffic congestion, and making public transport friendlier to use. In terms of suggestions, I recommend the inclusion of the following facilities. - Vending Machines = For grabbing a quick snack before transferring onto another bus. - ATM's = For withdrawing cash to top up our Metrocards - Mobile Phone Charging Stations - 20 Second Countdown Timers on the Pedestrian crossings (similar to Auckland's) = To prevent people from running across the road when the traffic lights are about to turn green. I look forward to continuing this discussion, and hope to see progress happening soon.	19	Yes	Thank you for your submission and support. The provision of a service to top up metro cards is being investigated, but is unlikely to be available on opening of the Lounge. Other facilities mentioned are to be considered under the detailed design stage. Count down timers will not be installed in this location.

93	Please ensure there are good wide cycle ways around this Road Bus Super Stop. I love the service of catching the bus into town each day, with my bike on the front of the bus from Lincoln and biking home, we all know how dangerous cycling.	28	NF	Cycle facilities are to be considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
90	(1) Consider R/H turn into Division St. from Riccarton Rd and R/H turn out of Division St into Riccarton Rd would be needed. (2) From plan presume all direction turns into and out of Rimu St? (3) Traffic flow on Riccarton Rd would be improved by closing entry into the mall parking area adjacent to 'McDonalds' directly off Riccarton Rd.	38	Yes	The proposed restrictions at Division Street are to be retained, however after a review of submissions it is proposed to re-introduce the left turn out from Kauri Street to Riccarton Road. Rimu Street will remain the same. Entrance to Riccarton Mall carpark before Mc Donald's will remain.
101	It is important also to make it easy for pedestrians who use the stops to cross from one side of the road to the other otherwise they might jaywalk or avoid the stop altogether. Suggestions: 1. Ensure that the pedestrian lights change quickly. 2. Create a 'whole of intersection' with all crossing lights going at once crossing at Division and Riccarton Roads.	40	Yes	Thank you for your submission and support. The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue. A Barnes Dance crossing treatment will not be provided at this location.
92	What might also help reduce congestion is right turning arrows at the Riccarton Road/Clarence Street intersection and double-laning (no stopping) along both sides of Riccarton Road westwards from that intersection.	54	No	The signal phasing and timings at intersections will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue.
93	Please ensure cycle parking enables bikes to be left for 8-10 hours, and don't cave in to business opposition.	83	Yes	Thank you for your submission and support. The provision of cycle parking will be considered as part of the detailed design and as part of the wider corridor proposals from Matipo Street to Deans Avenue.
94	The CDHB recommend that areas surrounding the westbound indoor passenger facility and the eastbound passenger lounge are designated as Smokefree. This would align with the Council's current Smokefree policies for parks, playgrounds, sports fields, council events (2009) and social housing stock (2014). This is supported by a recent community survey of the Canterbury/West coast region that showed 75.8% of participants thought that bus stops and train stations should be Smokefree (This was a telephone survey designed by Community and Public Health and conducted by the Cancer Society during April and May 2014. 800 households were contacted and 445 completed the survey). Associated Road Layout Changes The CDHB supports the associated changes to the road layout in the consultation area of Riccarton Road. Left-in, left out changes in this key corridor will minimise potential conflict points on this heavily congested street.	124	Yes	Thank you for your submission and support. It is proposed to designate the facility as Smoke Free.
95	Although the proposal for the passenger lounge is a vast improvement on the present open air waiting space and has our full support Red Bus would like to see this space opened up into the adjacent retail areas so that the passenger lounge becomes a part of the normal customer experience. Close connections between passenger transport passenger and retail have proven very successful overseas and we believe is an important factor in the encouraging the widespread use and acceptance of passenger transport in cities. The following two images demonstrate the co-location of retail and passenger transport in an overseas bus terminal associated with a large retail mall. We recognise that this approach is a significant change to the scope of the passenger lounge but would encourage Council to explore these options prior to finalising the final design. We also recommend that Council review the NZTA report on reallocation of road space found on the NZTA website at http://www.nzta.govt.nz/resources/research/reports/530/index.html . This report is the result of research in Christchurch, Wellington and Auckland combined with a review of overseas research on expenditure from "sustainable transport" users. Two very interesting points are that firstly retailers typically overestimate car use by their customers by approximately 20% and underestimate the walking trips to local shops by 13% to 19%. Secondly "sustainable transport" users account for 37% of shoppers. A considerable proportion of shoppers who could spend locally if the opportunity is available. This supports the proposition that a well designed and attractive passenger transport lounge with retail connections will increase revenue to local retailers in the area of the lounge. This will also have the effect of normalising passenger transport and shift the wholly inaccurate perception that regular and professional people do not use passenger transport. We suggest that this report be shared with the Riccarton retail group as a source of objective information and what is possible rather than what they have seen in the past from separated passenger transport facilities. Red Bus would appreciate the opportunity to present this material to Community Board and or Council if that is possible. Red Bus is encouraged by the proposal to provide 21st century services to public transport customers. Keep up the positive work and building for the future of passenger transport.	131	Yes	Thank you for your submission and support. Red Bus will be advised of dates to attend to speak with the Council regarding the Passenger Lounge.
96	1. If any of the buses are to leave the space available only fits 3 buses. 2. Kerb should be raised to allow easier boarding. 3. Timing point requirement should be eased. Now lounge is available to wait in, bus should load and go, not wait for timing point. This will mean other buses are not stuck behind "parked" timing point buses. 4. Editor of this should look up difference between featured and benefits - not the same.	134	Yes	Thank you for your submission and support. Bus stops will be designed in accordance with Council's Bus Stop Design Guide. This will not be a timing point for the route.
97	But think north side stops should be between Kauri Street and Division Street. Thank-you.	135	Yes	Thank you for your submission and support. All bus stop locations will be reviewed as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
98	Provided the bus stop previously located on the north eastern side of Riccarton at the intersection of Riccarton Roads Clarence Street and Straven Road is put back in place.	236	Yes	Thank you for your submission and support. All bus stop locations will be reviewed as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.
99	I support the facility being built but fail to see why it must be big enough to host 100 people - It is meant to end up as a sit down area for tired shoppers. The idea to make it easier for the buses but do not feel it is nor meant to be a lounge. Sadly Riccarton is a hot bed for vandalism & wants damage have had my share of such. Am definitely opposed to cafe facilities there are already enough business's cafe etc paying huge rents trying to make a living	239	YQ	Thank you for your submission and support. The space requirements allow for growth in passenger numbers. All facilities to be included within the Lounge are to be considered further at detailed design.

100	One design aspect worth considering is the inter-visibility of passengers at the lead bus stop on both the north and south side of Riccarton Road. The proposal shows that the two super stops are offset meaning that there is further separation between the lead stops than if the stops were opposite each other. This separation reduces inter-visibility which reduces the passive surveillance element of the design, particularly during periods of low passenger demand and when light levels are low. If there was opportunity to relocate the eastbound Super Stop adjacent to the westbound Super Stop this will deliver the benefits outlined above. We believe that these benefits can be adequately balanced with the requirement to provide sufficient footpath width at this location as part of the detailed design process.	258	Yes	The current arrangement outside Westfield has the two stops opposite each other. This has led to pedestrians crossing the road between buses to access their service. To improve pedestrian safety it is proposed to off-set the bus stops (tail to tail arrangement) so pedestrians have to cross at a controlled facility to access inbound bus stops.
Alterations to Kauri Street		ID	Project team response	
101	Removing the ability to right turn OUT of Division Street is a mistake and very inconvenient for anyone heading towards the city and east Christchurch, not only that but you then are proposing that traffic is unable to right turn INTO Kauri Street - again another obstacle and delay for anyone needing to go into the city or east Christchurch from Division Street. This combination is severely limiting the access to the city and east Christchurch from Division Street.	1	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
102	I do not want Kauri St to be "entry only" by left turning traffic from Riccarton Rd. If you do this, you will encourage traffic to turn into Kauri St to avoid the congested Riccarton Super Stop, and Kauri St and Rata St will become a thoroughfare. At the T intersection where Rata St meets Straven Rd, it is nigh on impossible already to make a RH turn into Straven Rd, on account of its proximity to the Kilmarnock St/Straven Rd traffic lights. You will add to this congestion by making Kauri St one way as traffic will divert down Kauri St and Rata St and then try to turn right at the end of Rata St to get back onto Riccarton Rd. Residents in Kauri St, Rimu St and Rata St will also have to take this same route in order to get onto Riccarton Rd, as it will be impossible to turn right from Rimu St onto Riccarton Rd on account of the Super Stop. If you provide angle parking at the Riccarton Rd end of Kauri St this will make for a dangerous area with people parking and moving off from these parks while other cars rip round the corner onto Kauri St from Riccarton Rd. Kauri, Rata and Rimu Sts are already very congested on both days of the weekend on account of the Riccarton Market at Riccarton Bush and parking needs to be sorted for that before we add to our problems. The area between Westfield Mall and Riccarton Bush is a well established charming residential area and this proposal for a Super Stop and passenger lounge will impact hugely. You may well talk about easing traffic congestion, but all you will be doing is shifting the congestion from the commercial area to our residential area.	7	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
103	Not being able to right turn OUT OF or IN TO Division Street creates difficulty with access to and from Division Street, especially with ease of access to East Christchurch. This is seen as very inconvenient as right turn access to Kauri Street will also be restricted.	8	No	The proposed restrictions at Division Street are to be retained, however after a review of submissions it is proposed to re-introduce the left turn out from Kauri Street to Riccarton Road. The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop.
104	We have had a very good look at your plan for the bus exchange and the left hand turn into Kauri Street together with the angle parking. As a long time resident of Rata street we have noticed increased traffic over the years by cars avoiding the delays on Riccarton Road. This has been more and more noticeable since the earthquakes. At present the traffic has reduced somewhat because Kahu Road Bridge is closed to traffic. Once this bridge has been repaired the traffic will increase. We feel that you are relieving pressure on Riccarton Road by sending the traffic along a residential street instead! Creating angle parking in Kauri Street is an accident waiting to happen. How are cars going to be able to back out of the angle parking with the increased traffic coming off Riccarton Road? Residents in Kauri, Rata and Rimu Streets would need to try and do a right hand turn into Straven Road in order to get to then do a right hand turn into Riccarton Road. Have you actually stood on the corner of any of these streets and watch people take their chances?	16	NR	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
105	It is all very well to look at a map and make alterations without actually visually seeing what happens. We suggest that Kauri Street be blocked off completely at the current narrowing or failing that that humps be installed on Rata, Rimu and Titoki Streets to slow the traffic down. We have a number of senior residents in the area eg Kauri Lodge who like to walk and for them it is increasingly dangerous to cross the road. The compulsory stops on Rata and Rimu Street are frequently ignored especially at peak times. School students go to the mall on the way to school and then speed down Rata Street into Rimu turn into Titoki street and into Kahu Road more often than not ignoring the compulsory stop!	16	NR	

106	The only restrictions necessary at Kauri Street, Rimu Street and Division street are to prohibit right turns from either the streets concerned or Riccarton Road. The traffic lights at Division Street would become redundant, and those for pedestrians crossing at Rimu Street kept or moved as appropriate.	20	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street. The proposed restrictions at Division Street are to be retained.
107	He is concerned that that a left turn only into Kauri Street will lead to more short-cutting through Kauri and down Rata Street to Straven Road. The approach to Straven Road from Rata St is narrow and blocks up with vehicles turning in either direction - turning right from Rata to get back on to Riccarton Road and into town is very difficult. He is also concerned that traffic will be forced to get back on to Riccarton Road right next to the Super Stop via Rimu Street .	21	NR	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
108	Your proposal is not very clear. Will the existing bus stop still be used, if so why are you changing? Will the traffic still flow both ways on Ricc Rd between Kauri & Division & Rimu Streets? Kauri Street: The proposed angle parking will not gain anything but will make it dangerous for cars reversing out of car park into left turning traffic off Ricc Rd. Will you be able to turn left out of Kauri St into Ricc Rd? The diversion will increase traffic on Kauri St more than at present. Dangerous bend at Kauri/Rata St. Parking signs on Kauri St display 60mins but no time shown. Ricc Rd will be more dangerous for emergency vehicles ie. Ambulances, Police, Fire etc.	23	No	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p> <p>The current on-road bus stops will no longer be required, and the proposals for the wider Riccarton Road corridor between Matipo Street and Deans Avenue will consider how this space will be used. A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Traffic will still flow both ways on Riccarton Road. Parking signs for P60 apply from 8am to 6pm when no times are specified.</p>
109	Preventing Kauri St traffic turning into Riccarton Rd will create a significant impediment to visitors to our business and our staff. Additionally, we witness many near misses for people crossing the road from our upstairs vantage point. We think the buses will further limit pedestrian visibility and reduce safety. we recommend retaining Kauri St access and placing pedestrian lights immediately in front of the proposed stop on the Westfield side. That will allow safe passage for pedestrians and give an opportunity for traffic to cross Ricc Rd from Kauri St.	25	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street. The proposed restrictions at Division Street are to be retained. An agreement with Westfield could not be reached and the superstops are proposed to be located in the proposed location. It is not proposed to implement traffic signals for pedestrians crossing Riccarton Road at this location.
110	Putting left in only into Kauri from Riccarton with right angle parking by 138a Ricc & 2 Kauri will create massive congestion on Kauri & will back up onto Riccarton Road. The existing corner & parking currently causes back up onto Riccarton Road for "left into Kauri" traffic & right angle parking would be dangerous & guarantee to cause crashes. No exit from Kauri St will only move more vehicles to Rimu St & cause more congestion there, at the bus stops that are proposed on Ricc. Road on both sides of Rimu exit.	26	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.

111	As a resident of Kauri St. we support the super stop. It would be nice to see Rimu St. have controled (weight sensor) lights onto Riccarton Rd. When traffic is moving freely, Riccarton Rd traffic rarely stops to let Rimu St traffic in.	33	Yes	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street. It is not proposed to provide traffic signals at the intersection of Rimu Street and Riccarton Road.
112	I support the idea but must admit I am utterly opposed to the "No Exit" from Kauri St onto Riccarton Rd for the residents of Kauri St it will mean driving to Rata St which is going to increase congestion there which seems to defeat the purpose. Currently I turn left onto Riccarton Rd five days a week with little or no problem & it does not seem to add to the problem. Reducing access to our street by stopping a right hand turn from Riccarton Rd will be a hassle and stopping a right hand turn onto Riccarton Rd will also make things harder but I can see the overall benefit, but do not stop the left hand turn onto Riccarton Rd - town planners gone mad!	36	Yes	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
113	We regularly use Kauri St to exit & turn right on to Riccarton Road. I would prefer that capability not be changed. The reason we don't use Rimu St to exit Rata & turn right on to Riccarton Road is because cars queue across that intersection & tend not to let right turning cars exit Rimu St. If its vital that you change kauri to one way (inbound to Kauri only) can we please ask that you create a no-waiting or no-queuing zone on Riccarton Road directly opposite the Rimu St exit so cars can turn right on to Riccarton?	43	NR	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. It is not proposed to install no waiting boxes on Riccarton Road at this location.
114	As a Rata Street resident we often gain access to Riccarton Rd to travel west by leaving via Kauri Street. It is more difficult to turn right out of Rimu Street. If we are unable to leave via Kauri St, it would be great if a right turn out of Rimu Street was made easier with an area made obvious to leave clear of cars when the lights go red to allow pedestrians to cross Riccarton Road. It is often difficult to turn right out of Rata St into Straven Rd so to gain access to Riccarton Rd at this end of Rata Street is often not a preferable option.	50	Yes	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. It is not proposed to install no waiting boxes on Riccarton Road at this location.
115	Kauri St access: At present fast traffic avoiding Riccarton Rd is an issue for residents. Your plans will encourage this. Please leave access as it is, or close off completely to the north of the service lane.	52	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
116	The Super Stop plan is flawed because: 1. Buses stopping and starting in an area that is already a traffic bottleneck (between Kauri Street and Straven Road) will make traffic congestion even worse. There appears to be no strategy to deal with this in any way, except a token attempt to divert east-bound traffic down Kauri Street. 2. Kauri Street already carries short-cutting traffic through to Straven Road via Rata, Rimu and Titoki Streets. The left-only turn into Kauri will do little to alleviate congestion on Riccarton Road but may create an even more dangerous traffic situation in this residential neighbourhood as more drivers try to beat the traffic through what should be a slow-speed area. 3. The plan will also increase the amount of traffic attempting to turn right from Riccarton Road into Rimu Street at an already congested pedestrian crossing point.	54	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.

117	<p>I cannot support the proposed Riccarton super stop for the following reasons: 1) Limiting traffic to a left hand turn only from Riccarton Road into Kauri street will increase traffic travelling along Kauri, Rata and Rimu streets from those business immediately fronting Riccarton Road. Currently cars parked in the service lane associated with these businesses will no longer be able to go left or right onto Riccarton road. This traffic will be forced onto residential streets creating an adverse effect for surrounding residents. Why not allow traffic to exit from Kauri Street in an easterly direction to mitigate this? 2) The proposal only allows for 2 additional car parks on Kauri Street compared to the status quo. Adding these 2 car parks will result in the additional traffic on Kauri, Rata and Rimu street by prohibiting the left hand turn onto Riccarton Road. Why not provide car parks in the location of the existing stops opposite Westfield mall? This assumes the Westfield stop will no longer be used. 3) The Rimu Street and Riccarton Road intersection will have increased traffic as a result of the above change making it even more difficult to get out of this intersection.</p> <p>This could be alleviated by installation of traffic lights and moving the existing pedestrian crossing east of Rimu Street. This would have no impact on the traffic flow along Riccarton Road as it is already interrupted by the pedestrian crossing. 4) Visibility out of Rimu street will be severely reduced with buses obscuring the line of sight in a westerly direction along Riccarton Road. Once again traffic lights would overcome this serious issue.</p>	59	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p> <p>The current on-road bus stops will no longer be required, and the proposals for the wider Riccarton Road corridor between Matipo Street and Deans Avenue will consider how this space will be used. It is not proposed to install traffic signals at the intersection of Riccarton Road and Rimu Street.</p>
118	<p>Firstly someone has not observed the daily traffic jam around this area. There is no queue & very few cars turning right out of Kauri St heading south. But Rimu St turning south into Riccarton Rd is very bad. Shifting the traffic lights 20m south would fix this! If right turn eliminated from Kauri St then residents have no way to get out & turn S onto Riccarton Rd. If council does this then it would be better to close the street off completely to through traffic.</p>	63	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. It is not proposed at this time to re-locate the traffic signal crossing to the left at this time.</p>
119	<p>Restricting right turns from Riccarton Road into Kauri Street seems to also mean turning the entrance into Kauri Street into a one-way only option. This will create a rat-run for traffic seeking to cut across from Riccarton to Straven Road. It's bad already and will only get worse. Furthermore, congestion on Riccarton Road is likely to increase because traffic wishing to exit from Kauri, Rata or Rimu Streets will all be forced to use the Rimu Street exit. This is a problem now, particularly for right turning traffic and is bound to deteriorate under the proposed plan. The result will be long queues, frustrated drivers, more risk, more accidents and decreased traffic flow.</p>	64	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
120	<p>The plans for Kauri Street are ridiculous, especially the angle parking. You have only thought of passengers, not the residents or business's in the area.</p>	74	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
121	<p>We do think Kauri St should only have left hand turns</p>	82	NR	<p>Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop.</p>
122	<p>Preventing traffic from turning both ways into and out of Rimu and Kauri Streets will be detrimental to the people who live in these streets and they definitely would not want any more parking on angles in their streets, as this would make them narrower than they are now,</p>	84	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
123	<p>It is ridiculous to remove the carparks on Kauri St and Riccarton Rd</p>	85	NO	<p>Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>

124	<p>Blocking off Kauri Street would only further obstruct the flow of residents traffic. The area is hard enough to get in and out of as it is! The area around Riccarton Bush is special to the city with its beautiful trees and its rich history. This area should be valued and protected for what it is not ruined with commercialism and bad planning!</p>	89	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
125	<p>I do not support the changes to Kauri St traffic management. The angle parking is dangerous and having a left turn only from Riccarton Rd will funnel traffic onto residential streets.</p>	98	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
126	<p>3. Should Kauri Street have restricted access? The proposal to have left-hand access to Kauri Street from Riccarton Road will make no difference to the traffic already using that escape route from Riccarton Road to race down Kauri and Rata Streets to reach Straven Road. It will cause further problems:- a) The proposal to have angle parking on the east side of Kauri Street between Riccarton Road and the service lane behind the shops is small compensation for the loss of car parks on Riccarton Road. But it obstructs the east side of Kauri Street for vehicles to access Riccarton Road. In our view angle-car parks have the potential danger for motorists reversing out of those spaces into the path of traffic turning from Riccarton Road into Kauri Street. b) Shop owners (and their customers) who use the service lane behind the shops will be able to enter from Riccarton Road into Kauri Street, but cannot exit the same way.? Their only option will be via Kauri and Rata Streets. c) the majority view of residents in the area is that the status quo should be maintained. Despite the heavy traffic in Riccarton Road, the traffic lights at Divison and Matipo Streets do stop the traffic and in our experience courteous drivers on Riccarton Road allow traffic exiting Kauri Street to join the flow on Riccarton Road.</p>	103	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain the existing parallel parking on the east side of Kauri Street in favour of the angled parking.</p>
127	<p>Proposed changes at Kauri St with traffic access etc will create ongoing problems. If proposed left turn only proceeds I believe this requires further changes as well. I believe Kauri traffic should all be stopped in Kauri St before Service Lane access [ie cul de sac] Riccarton Rd traffic can access service Lane only. Firstly let me thank you for your support re the cnr Kauri and Rata St The extra no parking lines have greatly improved the safety of the corner. It has been bought to my notice the feedback from the residents on the proposed bus stop has been quiet. I have personally objected through the process , but my general concerns were ; Shifting the bus stop doesnt appear to solve the issues. The best option was probably the Westfield carpark one if the land swap could have happened. The lounge would appear to be a poor stop gap option. The treatment of Kauri st as left hand turn only will create problems. Even with a no exit sign cars will only still come through and probably use the service lane behind the shops more. I believe it would be better to close access to Riccarton rd altogether from Kauri St. Only allow left turns from Riccarton Rd into Kauri st and into the Service Lane to access shops which are losing Riccarton rd parking spaces in front. Thanks again for your support and interest.</p>	107	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>

128	<p>3. On-Flow Effects - Parking and Adjacent Roads: Kauri, Rata and Rimu Streets Clearly the removal of parking from Riccarton Road would have effects on other areas. I am not sure why angled parking has been recommended for the beginning of Kauri Street since parked traffic would need to reverse into the oncoming traffic flow. No benefit is obtained since there are 5 parallel parks - 3 one side and 2 the other in the existing configuration. There would probably be more requirement for restricted time parking in the Kauri/Rata/Rimu Street area but this is what the time limits are designed for. As far as Kauri Street is concerned, there are options:- (a) the status quo. (b) the Council's recommendation - left-hand turn from Riccarton Road the only access; no exit on to Riccarton Road. (c) allow traffic to make a left-hand turn from Riccarton Road into Kauri Street, and left-hand turn from Kauri Street into Riccarton Road. (d) seal off Kauri Street north of the service lane behind the shops. This would allow the shop-owners and customers access to the service lane from Riccarton Road, and allow them to return to Riccarton Road (with option (c)). It would also prevent Riccarton Road traffic from using Kauri and Rata Streets as an escape route. Another suggestion is that the traffic lights at the pedestrian crossing between Rimu and Rotherham Streets should be moved to actually control the intersection of Rimu Street and Riccarton Road. At the moment the lights are purely a pedestrian crossing and motorists turning left from Rimu into Riccarton Road often ignore the red light (I have witnessed many close from motorists driving through the pedestrians (including myself on occasions). If the lights were actually on the intersection, this would enable traffic to move more easily from Rimu Street into Riccarton Road. The above suggestion would greatly assist traffic flow in and out of the parking areas behind the businesses and support Kauri Street having no no egress.</p>	122	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain the existing parallel parking on the east side of Kauri Street in favour of the angled parking. It is not proposed to relocate the current pedestrian signals or signalise the intersection of Rimu Street or Rotherham Street as part of this project.</p>
129	<p>I am deeply concerned that this proposal will cause a great deal of disruption and change this quiet little residential area forever. The proposal to restrict access into and out of Kauri St with only left-hand turn from Riccarton Rd is unacceptable. The current arrangement works well and should remain the same. We have a right of access as a resident onto Riccarton Rd.</p>	136	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
130	<p>We are concerned about the restricted access from Kauri Street. It will considerably increase traffic flow along the 'right of ways' at the rear of the commercial buildings running down to Rimu Street (North side of Riccarton Road). Not all of these 'right of ways' are legal ones and if safety to our clients becomes even more of an issue at 1 Rimu Street, we may have to explore options of restricting or even stopping unauthorised traffic.</p>	137	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
131	<p>7. Access and egress to and from Kauri Street should remain as it is. Angle car parking would be potentially dangerous.</p>	141	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain the existing parallel parking on the east side of Kauri Street in favour of the angled parking.</p>
132	<p>We, as residents of Kauri St strongly oppose the plan. Our concerns specifically relate to the reduced access to and from our street, as well as the planned angle parking. Concerns/queries as follows: * Kauri St is a QUIET and attractive spot. Currently, minimal traffic enters or leaves the street. Mostly only residents and tradies. Has a traffic count been done? If so, you would realise that restricting access to our street is pointless if trying to de-congest Riccarton Rd. It should be our right as residents to retain our access. We strongly feel that no difference would be made to flow on Ricc Rd, but will only frustrate Kauri St Residents. * If cars are able to enter Kauri St they will have to exit somewhere. This will mean vehicles will have to exit via Rimu St or the already congested Straven Rd. It makes no sense to encourage vehicles to enter Kauri St for extra parking only to cause more exit problems via Rimu St or Straven Rd. * If more parking spaces are being allowed on Kauri St it will impact on the quier nature of our street. More parking spaces means more cars and they will cause congestion to Ricc Rd at the Rimu St/Straven Rd intersections. * At present, those of us who turn right onto Ricc Rd from Kauri St have NO problem doing so. Cars stopped at the Division St or Matipo St lights allow for an easy exit. As stated earlier this is primarily only used by residents. * We live on this street for its quiet nature away from traffic and close to the bush. We don't want the sound of native birds being replaced by increased traffic aiming for a park. Visitors to the mall should be using the mall carparks and not be encouraged to enter side streets off busy Ricc Rd for a park. At present, minimal cars turn in here as there is not good parking. People know this and avoid our street. Leave us the way we are - it won't do anything to help Ricc Rd flow!!</p>	142	NO	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>

133	I would like to confirm that I think Kauri Street is a unique street that requires no changes at all. Traffic travelling along Riccarton Road always shows consideration for entering and exiting for those of us who are lucky enough to live here.	234	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
134	We strongly oppose the plan. 1. The proposed lounge is unnecessary and risks being used by non-passengers for high risk activities. 2. The proposed access restriction at Kauri Street is an imposition on residents and a gross inconvenience. 3. The plan is a compromise due to Westfield Shopping Centres lack of co-operation. Compromises are never satisfactory. The Council has pandered to Westfield for too long, at the expense of residents. 4. Residents should come first!	240	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
135	I am a trustee of the XXXXX Trust, owners of the above property. Thank you for sending me a consultation document. The Trust opposes the part of the proposal relating to the changes to the intersection of Kauri and Riccarton roads. Reasons are: 1. It does not seem to be justified by the intended position of the new bus stops. 2. Perhaps (not clear) it is intended to create some extra parking options. If so, it can't be many. 3. The expense of reconfiguring the intersection is not justified given the economic position of the CCC. 4. It will hinder access and ingress for affected residents without stopping the "rat-run" at peak traffic times from persons avoiding Riccarton Rd traffic. At non-peak times this is the logical movement for local traffic, and there are no safety issues. I would be interested in understanding the reasoning for the proposed changes, which don't make sense to me as an RMA lawyer who has spent a lot of time in the company of CCC traffic experts	246	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
136	Kauri Street I believe should be access to the left from Riccarton Road and egress into Riccarton Road but only to the left or not at all as there is egress on Rimu St. The Rimu St entry to left off Riccarton Rd and egress on to Riccarton Rd should remain as this is the alternate for locals in this immediate area other than Straven Rd which at times is almost impossible to access.	252	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.
137	This is a big mistake! (1) Kauri Street will become a built in fortress with limited access to come & go. (2) As well as the limited access this present plan creates on Riccarton Road & Kauri no thought has been given to the congestion & flow in a 2 mile radius. (3) The first 'Riccarton Bus Super Stop' in conjunction with Westfields was excellent. Why have the two parties not continued to work together to solve the problems they have over this site rather than coming up with an impractical 2nd replacement? Just stubborn pigheaded politics. Division Street & Rimu chaos is not the answer.	255	No	The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street. There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.
Consider a Northside bus lounge too		ID		Project team response
138	126 Riccarton Rd (Kathmandu) building is "for sale". This could be an option for city bound buses. Potentially room to have buses exit Riccarton Rd onto the site, turn around & reenter Riccarton Rd.	33	Yes	
139	Can I suggest something In a row of shops (that are empty) almost opposite your proposed bus lounge could be a second bus lounge!	34	Yes	
140	The Council could also look at purchasing the old house at 144 Riccarton Rd (north side) for a waiting lounge & possible community centre.	52	No	
141	4. Bus passengers wanting to travel east to the city will probably not want to use the lounge in the south side of Riccarton Road. they will instead congregate outside business premises on the north side of Riccarton Road for fear of missing their east-bound bus. 5. Those city-bound passengers that do use the lounge will simply create another hazard crossing Roccarton Road in a rush. It is naive to think they will wait for a green light at their pedestrian crossing if it means risking missing the bus. A second lounge on the north side of Riccarton Road (at 122 or 124 Riccarton Road) might help.	54	No	
				Thank you for your submissions and support. The provisions for an improved waiting facility on the north side is being investigated further.

142	Needs to be another bus lounge on the opposite side of the road too -Passengers in wet weather don't want to be crossing the road to catch a bus on an already heavily congested road. -Should be buses only or a separate bus lane in both directions.	57	Yes	
143	It would also be good if there was a waiting lounge on the other side of the road for in bound passengers.[into the city]	106	Yes	
Concerns/Other comments		ID		Project team response
144	Looking at the concept drawing I see only one entrance and I take it exit. My first question is how without causing delays to bus departures are people going to get from the lounge to the west most proposed but stop in a reasonable amount of time especially if the lounge is crowded? My second question is will their be timely announcements of what bus is going to arrive at what stop? My reason for asking this is that I am vision impaired and do find reading screens which are any distance away very hard if not impossible. That was one of the issues I had with the Colombo street stops in the old bus exchange the southerly wind there didn't make it much fun either. On the Northern side of Riccarton road how are you going to inform passengers of when what is arriving at any of the stops? I do like the layout of the current bus exchange where a limited number of busses leave from lettered stops, not perfect but does aid in actually catching the bus and not missing it. And finally not related to the Riccarton stop issue but when is something going to be done about the atrocious Northlands mall mess?!	11	NR	Real time information screens will be provided in the lounge and on-street particularly on the north side for inbound passengers. It is not proposed to allocate bus routes to different stops on-street. Clear exit routes and open space at the entrance/exit of the lounge will be considered at detailed design. Out of scope comment to be passed on to relevant staff.
145	Great idea...but I am concerned this will be where all the youth hang around. at the bus stop, in the middle of the afternoon, I have witness a boy taking a hat from another boy's head - grabbed and ran. Too fast to react. The youth are already 'hanging' around the entrance points. We may need some sort of security to move them along.	22	Yes	Thank you for your submission and support. Security provisions are being considered as part of detailed design.
146	5) The proposal does not include toilet facilities this is an absolute must particularly as the frequency of some cross town services will be hourly 6) The proposal does not provide for permanent onsite staff â?" the stop will be a congregation point or after hours meeting spot and be threatening for the young and elderly 7) The proposal does not mention what happens to the current Westfield and Rimu street stops. Please advise 8) You mention that the proposal replaces earlier investigations into the site outside Westfield Riccarton due to difficulties getting a suitable space. The required space could be acquired under the Public Works Act 1980 and this option should be reconsidered. A super stop will not encourage people to use the bus services and as a result ease traffic congestion as claimed. What will ease congestion is a bus service that is easy to use, regular, reliable and reasonably priced. The proposed changes to bus routes will make the buses more difficult use due to the need to transfer. They will not be as reliable due to missed connections. I would suggest a better alternative to the super stop would be to revisit the bus route changes with services all connecting in the city. Why would services be terminated just 3.5km and 5 minutes from a \$40 million central city exchange? This policy will force users of a currently well functioning bus system into cars. The proposal also seems to contradict the Government and Council proposals to attract business and people back to the city by making public transport to the city and hospital difficult. I would welcome the opportunity to make a submission in person.	59	No	All facilities to be included within the Lounge are to be considered further at detailed design, this includes further considerations around security The current on-road bus stops will no longer be required, and the proposals for the wider Riccarton Road corridor between Matipo Street and Deans Avenue will consider how this space will be used.
147	My main concern is still people crossing the road by the bus stop by McDonalds - I don't support lights there but an island crossing like the one further down Ricc Rd would be great - It would make it a lot safer but would still allow the traffic to flow. Someone is going to get killed there one day as it is.	61	Yes	Relocating the superstops to the east means that the bus stops are close to a controlled pedestrian crossing over Riccarton Road.
148	4. Orion support the premise of the Proposed Riccarton Super Stop in that it will support sustainable transportation outcomes. However they hold concerns about the design and installation of the new kerbing, road surface treatments and traffic management structures, with regard to their 66KV cable. 5. The 66KV cable is the primary cable in the electricity distribution network which serves Christchurch City. The 66KV cable is located beneath Riccarton Road and Division Street, and the intersection of Riccarton Road and Division Street. At this location, it connects the Addington and Fendalton Substations. Refer to attached drawing 'Route of 66KV Oil Filled Cable N.Z.E.D Addington to Fendalton A.7493 2/4'. 6. The Proposed Riccarton Super Stop consultation documentation, including drawing 'Riccarton Road Super Stops TP339701 Issue 1 06/10/2014' indicate that works will be undertaken on Riccarton Road and Division Street in the vicinity of the Proposed Riccarton Super Stop. This will include new kerbing and new road surface treatment and traffic management structures to facilitate a left-in and left-out scenario at the Riccarton Road/Division Street intersection. 7. Orion hold concerns about the design and installation of these measures; the key concern being that the form and location of the measures may restrict access to the 66KV cable. It is essential that critical infrastructure, such as the 66KV cable, is protected, and that access to such infrastructure is not restricted. For this reason, Orion wish to establish ongoing dialogue with Council through the detailed design phase to ensure appropriate access arrangements are provided. Secondary Feedback. 8. Orion anticipate that similar issues may arise through other developments to the bus network around the City. They therefore request that Council actively engage with Orion during the concept development phase of such proposals.	77	YQ	Council will begin discussions with Orion regarding the superstop design and the wider corridor proposals on Riccarton Road between Matipo Street and Deans Avenue.
149	We think the lounge will become a meeting place for a lot of the young people who will hang out there especially at night. Is someone going to manage it? They could drink alcohol there and really create problems.. Could you have the passenger lounge further along the rd?	82	NR	Thank you for your submission and support. Security provisions are being considered as part of detailed design.
150	My only concern is that it won't be ready in tme for CRC changes to timetable - where there will be increased pressure on existing area & need for a safe way to access Riccarton Road.	83	Yes	The opening of the Lounge is subject to Council approval and completion of interior and street works. It is unlikely that the changes will be implemented before the changes to the Hubs and Spokes Network are operational.
151	This is not about Riccarton but the total confusion of the so called No 3 Run buses going Airport, Avonhead and Sumner, could something be done to alleviate this total confusion of people who obviously have not driven buses or taken time to remedy this debarcle. Years ago buses in this city ran smoothly without so called idiots who [knew] nothing about timetables and even running times which have not been changed since the earthquakes. The right turn in to Ilam Road is a shambles. Please fix if possible.	100	No	Thanks you for your comments. These have been passed to ECan as service providers.

152	<p>Although generally I support this proposed plan that Riccarton road is in dire need of a proper waiting area for buses but when I read the proposed plan, I can't picture in my mind having parking for up to four buses on each side of Riccarton Road. Since Riccarton Road is already congested now, the question is will it be practical to have parking for up to four buses parked on each side of the road? Will it not cause further traffic congestion? Is it possible to have bus lane at Riccarton Road? Overall it is a good idea but I am doubtful about the parking for the buses.</p>	105	Yes	<p>Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue. There will not be an increase in the number of buses that currently service the Riccarton key Activity Centre.</p>
153	<p>Overall, I support the plans. However, there are a few comments I would like to make: I want to know whether we will be getting bus priority on Riccarton Road. This needs to be a priority of the streetworks, as it is the busiest bus corridor in Christchurch. I see the start of a bus lane on the south side of Kauri St intersection- I hope this will be continued down the road. Also, it seems that to the north of the proposed lounge on Riccarton Road, the road is being narrowed for the eastbound Super Stop. I don't like this, as it will cost more to remove in the future if bus lanes are implemented. Furthermore, I struggle to find where the cycle lanes are. Are we competing with the constant opening-and-closing of car doors, or are we expected to ride in the middle, battling against the cars. (Having bus lanes would solve this...) Finally, a small comment on the proposed lounge. By looking at the sketchup model of the lounge, there doesn't seem to be an secondary entrance, say, at the west end of the lounge, so bus users can get more quickly to the stop. That's all I would like to say, mainly I want these plans to support future bus priority measures on the road.</p>	115	Yes	<p>Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue. The comment regarding access to the lounge will be considered further at detailed design. As part of the wider corridor design options for all modes will be considered.</p>
154	<p>In general, the Christchurch Youth Council supports the proposed Riccarton Super Stop and Passenger Waiting Lounge. As a result of many informal conversations with young people around Christchurch, the overwhelming message is that there is a desperate need for improved bus facilities in the Riccarton Road area. Many young people board or disembark various buses at Riccarton, and the current situation is commonly described as inadequate, with specific concerns being that the space provided for those waiting for a bus is "very cramped" and that it is "hard to cross the road." Thus everyone we spoke to was keen for something better, and the proposed solution was positively received. Having a warm, pleasant and safe place to wait in the Passenger Waiting Lounge will benefit those waiting a significant amount of time for a bus, especially in bad weather. It will also reduce congestion on the footpaths, and next to the bus stop. In addition, the proximity of the Passenger Waiting Lounge to a controlled pedestrian crossing will make it much easier, and safer, to cross the road. There were a few concerns, however. The question was raised about how often the crossing allowed pedestrians to cross the road, as some people commented that they had had to wait there for a long time. If people are going to catch a bus, they will tend to be in a rush, and so the time period for this crossing might like to be checked, as would provision for those with a sight impediment. There was also a concern that people coming out of the Mall have a longer walk to get to the bus stop, but that concern were generally allayed by the fact that there is another exit. In summary, the Christchurch Youth Council believes that the proposed Super Stop and Passenger Waiting Lounge is a major improvement on the current situation, and we believe that it will be of great benefit to many young people in Christchurch.</p>	121	Yes	<p>Thank you for your submission and support. The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue.</p>
155	<ul style="list-style-type: none"> * Support in principle the development of the passenger lounge as a safe waiting space for this super stop * Would like the opportunity to have input into the design of the passenger lounge to ensure it is accessible for those who are blind or have low vision and recommend to also include BJ Clarke from CCS Disability Action * Road crossings at Kauri Street Division Street and Rimu Street are designed for vehicles not pedestrians. We recommend alterations as noted on the plan * Tgsi are not shown on the plan – recommendations included * Taxi park adjacent to the passenger lounge not shown for those using this as a transfer point * Cycle parking not shown – this should be covered and lockable * Accessible car parks need to have kerb cutdown and space to access the footpath. Recommend consultation with CCS Disability Action for design * Signalised crossings – will these be responsive to pedestrians to ensure efficient journey from the Lounge to the Northern Stops * Audible, large print (meeting best practice in design and location) and tactile real time information should be included as part of this development to ensure accessible * Wayfinding needs to be included * Bus boarding positions need to be easily located * What facilities are there for seating at the platforms and shelter from the weather * What are the new footpath widths to cope with the queues as well as keeping the continuous accessible path of travel (capt) clear for those walking through? This should not reduce the path less than standards of footpaths for this commercial area. * How are queues to be managed to not interfere with pedestrians. * The design of Division Street – is this to prevent right hand turners? This will not stop them (as happens at all similar intersections along Papanui Road) as they are design to let emergency vehicles in. If there is to be an island can the brick work be changed to assist with staying on the pedestrian area? * The driveway entrance into the Mall is difficult for pedestrians and should not require deviation from the capt. There is sufficient room for vehicles to wait on Riccarton Road – the kerbing should be altered. * The trees on the Southern side adjacent to boarding need to be removed. These are hazards for those travelling between the bus stops. * Buses will still be hindered in their movements approaching and leaving the stops by the traffic volumes on this road. Unless there are dedicated bus lanes this will not change. 	123	Yes	<p>The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue. Taxi parking can also be considered as part of the wider proposals for the corridor. The provision of tactile indicators at crossings and stops will be included at detailed design. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.</p>

156	<p>XXXXXX rang asking me to put in a phoned submission. XXXXXX uses the buses a lot including Westfield and often quite late in the evening. The main stop should be left where it is which would be safer and cheaper. She suggests taking out the planter boxes so the buses could come straight through. The existing stop is handy for late shoppers including supermarket customers - you can go straight out with your trolley, instead of having to go down to Division Street in the dark and wet, and it's easier for those with mobility needs. The Westfield location provides 'safe havens' for vulnerable passengers and if they don't feel safe from drunk or disorderly people arriving on buses or on foot they can go into MacDonaldis at any time, or into the mall (Pak'nSave up til 11 at night). Division Street is closer to drinking places and there would be no safe place to go if the lounge doesn't have security guards in place at night to make sure passengers can wait safely and get safely to their buses. It's really important to have a safe, light, bus stop area where people don't feel threatened or unsafe at any time of the day or night. A signalised pedestrian crossing is a good idea.</p>	128	NR	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area. There is a convenience store next door to the proposed Passenger Lounge (open from ??) and security provisions are to be worked through in detailed design.</p>
157	<p>This section of Riccarton Road suggested for the new bus stops is one of the most polluted sections of road in the country: The following link is a recent report from the NZTA about traffic air pollution in NZ and this shows that 122 Riccarton Road is the 2nd worst of 130 sites that they monitor, as indicated by Nitrogen Dioxide levels http://www.nzta.govt.nz/resources/air-quality-monitoring/docs/air-quality-monitoring.pdf It is likely that the addition of bus stops, particularly those on the Northern side of Riccarton Road, will increase pollution levels considerably.</p> <ul style="list-style-type: none"> • Currently the pedestrian crossings on the corners of Division Street and Riccarton Road involve a wait time of 3 or 4 minutes. These lights would need to change on request otherwise passengers who wait in the bus lounge and exit when their east travelling buses are one or two minutes away will miss them! • If the bus super stops on the Northern side of Riccarton Road are established, what happens when the AMI building is either pulled down or renovated? (no 118/116) Either option would make it very unpleasant and inconvenient for waiting passengers. • With two pedestrian crossings either side of Division Street, a pedestrian crossing near the Rimu Street/Riccarton Road junction plus traffic lights (Straven Road & Matipo Street), traffic will be moving extremely slowly through this section of Riccarton Road and this may result in tail backs in both directions. • The pedestrian route between the mall and the new bus lounge will also need attention- the only covered route is on the west side of Division Street and this is often blocked by deliveries to Farmers. To ensure greater bus use, an easily accessible and covered route needs to connect the lounge with the mall. • Have you considered re-routing the buses and having the bus stops on Maxwell/Dilworth Street? (buses turn into Matipo or Clarence Street then travel along Maxwell/Dilworth) • We accept that there is no perfect solution. Previous council decisions allowed the mall to be developed entirely for car users, with little regard to safe pedestrian access/flow or to members of the public who prefer to travel by bus. These decisions have led to the current situation, plus a reluctance to push on with the bus lanes in 1996. Hopefully future mall developments will be 'future proofed', in other words, accept that access in the future needs to be pedestrian and bus user friendly! 	133	Yes	<p>The bus stops in Riccarton are bring consolidated into one location rather than providing two sets of stops. The number of buses that will use the stops is not due to increase. The signal phasing and timings will be further developed in detailed design and in consideration of the proposals for the wider Riccarton Road corridor from Matipo Street to Deans Avenue. It is not proposed to move the buses to Maxwell/Dilworth Street as this will add significant time into the bus services making them less attractive. Riccarton Road is classified as public transport priority route in the Christchurch Transport Strategic Plan.</p>
158	<p>The Central Riccarton Residents' Association Inc believes that any decision to site a bus super stop and passenger waiting lounge in Riccarton must satisfy the following criteria: 1. A consensus must be reached with those parties most adversely affected by the proposed installation at Division Street. This does not just mean asking people what they think and then going ahead with the proposal anyway. Such a form of consultation does not meet the standard for consultation required by the Local Government Act as determined by Court of Appeal decisions. 2. Installing such a site must come at a reasonable cost to the ratepayer - not only the initial cost but the cost of maintenance into the future. There is concern that that the taxpayer/ratepayer will be upgrading a privately-owned building to a much higher building standard than it currently has at very considerable cost and then when the lease terminates, the owner of the building is left with a vastly superior building without having paid for the upgrade. We have concerns about the way this issue has been discussed at times at council in publicly-excluded meetings. This is anti-democratic because it means the public - the ratepayers - have no opportunity to assess the credibility of advice given by staff to councillors. This inevitably means that councillors are reliant only on the staff viewpoint and not on the views of ratepayers which could point to flaws in the staff advice. And in 2013 there were extremely serious flaws which could have led to action against the council being taken in the High Court because there had been no proper consideration of alternatives. The ratepayers have already suffered by an extremely expensive report commissioned last year that was quite inadequate for the purpose and advice emanating from a public relations company that until the very last moment suggested only a handful of business owners on Riccarton Road were opposed to the proposal of the time when in fact 100% were opposed.</p>	235	NR	<p>The consultation process allows those affected by the proposals to make a submission to Council. All submissions are then reviewed by the project team, changes are then made to the proposal where needed, before a recommendation is made by the project team to Council. Some issues associated with the lounge have been held in public excluded meetings due to commercial sensitivity.</p>

159	<p>Having carefully considered all 3 proposals from the point of view of an immediate property owner and a rate payer I would like to make these comments: This proposal is preferable to the 119 Riccarton Rd proposal for the shops on the south side of Riccarton rd as the buses are no longer discharging diesel fumes (a known carcinogen) constantly into the shops and the large number of people blocking shop doorways and smoking on a narrow foot path will be remedied. My concerns for this proposal are the lack of toilets, bike racks, full time security (cameras alone will not stop anti social behaviour). I understand this building is only 31% of NBS and it has a veranda that has dropped several inches before the earthquakes. The cost of a new veranda, EQ strengthening, wall removal, new entrance and fit out would be more than a simple high stud single storey purpose built facility covering the whole site. You would then have room for toilets, coffee shop, bike racks and room for plenty of seating. The facility would then be attractive with full glass walls to give good visibility to and from the street and could be used for longer if a new facility cannot be found in the 5 to 10 years time frame. As a rate payer it is essential the rent negotiated is backed up by a valuation. As a guide I have just reviewed my rent, using 2 valuers, at 121 Riccarton Rd at \$435/m2 for the Baby Factory and \$370/m2 for Art of Sewing. The camber of Riccarton Rd in this section is very steep. Has this been checked to see if the tilting buses can get close enough to the pavement to discharge disabled passengers without hitting verandas? Widening the footpath 500mm makes this part of Riccarton Rd, that is already very narrow, even narrower making it dangerous for cyclists. In summary I believe option 3 like option 1 are very expensive options and not a prudent use of the money from Government and Council. I am sure the Govt will not be handing out another \$6 million to council when and if you find a permanent solution and will the council have overcome its funding issues by then?. I realise Council is under a lot of pressure from Ecan but that is not a good reason to waste money. I believe Councils best option is to extend the existing stops by Westfield and if possible add some more shelters. This way, at minimum cost, a temporary solution, that could be operational by April, would be provided. A long term solution involving the Council's Clarence St site combining the interchange, library, service centre and hall could then be worked through to provide a long term solution that Riccarton would be proud of.</p>	247	N	<p>Security provisions and facilities to be provided in the passenger lounge are all to be considered as part of detailed design. The security and safety issues including the need for a 'safe haven' both day and night are being investigated taking into account the feedback and concerns of bus users and businesses as part of the detailed design. The lounge will be well lit, regularly cleaned and monitored by security. CPTED principles will apply.</p> <p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling the area regularly. The guards are to have a direct line of communication to the police and central station. A panic button and phone line is also proposed for waiting passengers to use in the event of an emergency or security issue. The open and closure of the building is likely to be undertaken by security guards or café operators, this arrangement is to be confirmed through design and consenting.</p>
Division Street restrictions		ID	Project team response	
160	<p>Hello We operate a business in the STATE Insurance Building at 88 Division Street. We have daily access for staff and customer parking at this location. I think CCC severely under estimate the volume and variety of traffic coming through and using the Riccarton Road and Division Street intersections. You also have a lot of truck deliveries for the food courts, farmers and others that often block up Division Street access even now. Reducing the space available here and introducing another heavy source of pedestrians is asking for trouble. Division Street is very busy with all types of traffic and people and you need to investigate better solutions.</p>	1	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>

161	<p>We do not support this plan. Division Street is a fairly busy area and often has delivery trucks coming in for the Westfield Food Courts and other shops, creating disruption and reducing overall space in this area by changing the curbs and adding angled parking. Pedestrians already jaywalk frequently on this section of Division Street, getting in the path of traffic moving through this area. Introducing another source of pedestrians to this area will increase the chances of an accident. Not being able to right turn OUT OF or IN TO Division Street creates difficulty with access to and from Division Street, especially with ease of access to East Christchurch. This is seen as very inconvenient as right turn access to Kauri Street will also be restricted. In addition to this, removing the signal lights for exiting Division Street (both left and/or right) will encourage both speeding and cars to pop out into the traffic queue from Division Street with heavy queued traffic due to the increased bus activity near this intersection. Under this situation cars will also be required to queue over the pedestrian curb crossing (across Division Street) while waiting for a suitable. This combined with the increased likelihood of bus passengers crossing across Division Street without waiting for crossing signals (it happens now) will increase the chances of an accident occurring.</p>	8	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>
162	<p>To Whom it may concern, I object to the overall proposal in particular restricting access into and out of Division street to be left turn only. I work from an office located at 88 Division Street and regularly have clients come to meetings at this address. This can be a difficult Street to enter even with the two way entry. To restrict access to left turn only would result in a considerable amount of additional driving time each day to approach by left hand turn. Surrounding Streets would be effected by people trying to do u turns turn them self around to be able to approach from the East. By been restricted to exiting only to the west will result in the same problem. The proposal to restrict Division Street to a left hand turn only would have a very detrimental effect on businesses in the Street. Commercial property values in the area would be detrimentally effected by the decreased access options I see no merit in this proposal.</p>	90	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>

163	<p>I am a self employed person working out of premises at 88 Division Street and regularly have clients visiting the office. Your proposed plan will make travelling to and from the office extremely difficult and time consuming for visiting clients and for myself in my day to day business which entails my driving to and from the office regularly. Your access and egress proposal for Division Street is untenable and in my opinion will make the streets more congested, not less!</p>	92	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>
164	<p>We have car parking at the rear of our premises (as have all the properties in this area) therefore, under this proposal it will be very hard to access the private car parks for clients and customers. Division Street is our only access. Coming from Upper Riccarton you will be unable to enter the street, also exiting we would be unable to go east and would have to go around the block and it will be a nightmare. It works fine at present so why change??? We are very much against the Division Street Traffic flow plan.</p>	95	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

161	<p>To Whom it may concern, I object to the proposal in particular regards restricting access into and out of Division street to be left turn only. I work from an office located at 88 Division Street and have clients meeting me at my office on a regular basis. To restrict access to left turn only from Riccarton Rd would result in a considerable inconvenience. It could cause traffic hazards by people trying to turn anyway holding up traffic flow which the proposal is trying to avoid. Drivers trying to get themselves in a position to approach the intersection from the east would cause further traffic hazards as they drove down a side street to turn and approach from another direction. Restricting exiting from Division St only to the west will have the same effect. The whole concept would have the result of affecting businesses in the Street. If you could exit Division St safely from another exit I could see some merit in the proposal but the only other exit is through an alley to Rotherham St which is often blocked by service vehicles. Even if you did exit that way it is to a very busy footpath with limited sighting of pedestrians and would be dangerous in itself. I strongly oppose this proposal.</p> <p>I see no merit in this proposal.</p>	97	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
166	<p>2) impact on traffic flow/access/egress into Division Street for several hundred people working in the State Insurance Building and other buildings in this area. This area is currently a heavy traffic congestion and heavy vehicle delivery use area as a main access point to Westfield Mall. By putting a bus exchange into this site will further impact on this issue.</p>	99	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

169	<p>The restriction of access into Division St will severely affect our business... clients already find it difficult to get to our offices. The number of delivery trucks using Division St to access Westfield Mall creates some chaotic situations. I have witnessed many arguments and even seen violence take place over trucks blocking access to Division St. Farmers uses this street as its main delivery point, as do many many Westfield shops. Restricting access will increase an already volatile situation. Graffiti and social problems are a fallout from Westfield mall that we deal with on a nightly basis already. This is a particular problem in the weekend and a bus exchange will add to the this element. I already do not feel safe at night outside our offices and believe safety will become even more of a concern. Westfield security patrols do not extend beyond the mall... are your proposed security patrols going to cover all of Division St? I already regularly notice needles and condoms littering the area on a Monday morning. This proposal will sorely affect my clients trying to reach our offices. Please reconsider restricting access to Division St.</p>	108	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
169	<p>To Whom it may Concern, I do not support the overall proposal in particular restricting access into and out of Division Street to be left turn only. The place I work in is located in division. As a real estate agent, I am constantly on the go. It is hard enough as it is to access into and out of the street. Changing this to left turn only would result in a considerable amount of time driving. This would be the same to people working in the area. I do not see the point in this proposal.</p>	110	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

169	<p>The loss of the Right Turning Facilities at Division Street is also unacceptable. BOTH the ability to turn RIGHT out of Division Street into Riccarton Road and to turn RIGHT from Riccarton Road into Division Street cannot under any circumstances be accepted. Members of the disability community (the writer of this submission included) have traded with the businesses in Division Street and the CCC would do better to meet its obligations to people by converting at least ONE of the street side car-parks to a mobility car-park.</p>	111	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>
170	<p>The loss of the Right Turning Facilities at Division Street is also unacceptable. BOTH the ability to turn RIGHT out of Division Street into Riccarton Road and to turn RIGHT from Riccarton Road into Division Street cannot under any circumstances be accepted. Members of the disability community (the writer of this submission included) have traded with the businesses in Division Street and the CCC would do better to meet its obligations to people by converting at least ONE of the street side car-parks to a mobility car-park.</p>	112	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfield</p>

171	<p>Scentre New Zealand Limited as owner and operator of the Westfield Riccarton Shopping Centre generally supports Christchurch Councils proposed bus lounge between 116 and 120 Riccarton Road. We do however have concerns relating to the proposed changes to the access into and from Division St. 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 St should remain as it is. Division St 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. Efficient vehicle movements to the loading dock is 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 truck 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 to be put under more pressure, thus exacerbating the issues raised above.</p>	113	Yes	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>
172	<ul style="list-style-type: none"> * Division Street is already congested as its currently stands * We are currently having issues with teenagers and unwanted people hanging around the area. * The intersection will not cope with the said to be arranged access and exist of Division Street. * We would be unable to turn right into the street which is a one way road. 	114	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>

173	<p>I have no objection, in principal, to the establishment of a bus stop hub on Riccarton Road. I do not think the proposed location is suitable, and more effort should be made to securing a position further to the west, near the Matipo Street intersection. My objection is based on the location of the proposed hub adjacent to the Division Street intersection, and the proposed left turn only exit from Division Street. I am a tenant in the State Insurance/Harcourt's building, 88 Division Street. Division Street is a cul de sac. There is only one exit, onto Riccarton Road. The lane that runs from the end of Division Street to Rotherham Street is not open to the public. Most traffic flow from Division Street sees vehicles turning right, to travel towards the City. The proposed traffic flow will lead to even greater congestion on Riccarton Road, with vehicles attempting to turn right into Kauri Street, before wending their way through the back streets of Riccarton, or left into Matipo Street, in order to eventually connect with Straven Road, or Blenheim Road. If the location of the bus hub is fixed then either: - the existing traffic lights should be retained, allowing right turning traffic out of Division Street, or - access should be provided from Division Street to Rotherham Street, with lights at the Rotherham Street intersection.</p>	116	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
174	<p>Our firm does not support the proposed plan for the following reasons: 1. Whilst access to our building will not be affected by the plan, the proposed abolition of a right hand turn onto Riccarton Road is extremely inconvenient for ourselves and our clients who wish to travel east when leaving Division Street. There is no thoroughfare from our building and carparks to Rotherham Street. 2. We believe the original site proposed would be a better option.</p>	118	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

175	<p>Re The proposed new central Riccarton Bus depot. I find the whole proposal cynical and downright arrogant, in that the City council has had absolutely no regard for existing users of Division Street. Myself and colleagues use the intersection to travel both east and west as we exit Division street. The current proposal takes no account as to how we are able to travel to the city short of breaking the rules.... Most of us live to the west so again we will either have to come over the no right turn zone or make a u turn in the middle of Riccarton Road... Is the council aware of the many users of 88 Division street, some 100 business people plus the Printers, the Sewing shop and two other business fronting Riccarton Road have customer parking at the rear. This proposal has the ability to kill these businesses and all with ins lively hood. Such arrogance is so embarrassing, I feel so let down by the council that they would release such a small minded inadequately researched proposal. When the media get hold of this they will absolutely feast on in it. I can only begin to imagine the headlines as some clever jurno makes a mockery of CCC... again... mocking what your so called experts have come up with. We pay exorbitant rates to support a council that has no regard for the business that are large employers, private contractors, and others, and property owners who pay massive rates yet the values of these buildings will be reduced, as will their rate bills drop accordingly as difficult access will diminish customer visits and have a majorly negative effect on property values in the immediate vicinity. The council has the ability to revisit the existing site adjacent to the Mall, in their car park, and grant the mall more parking in compensation. This must be the workable option. Security could be a cross over with existing mall staff reducing council costs. This is not a workable option and the council needs a lot more consolation and transparency on this entire issue to have any credibility with Riccarton people. I have worked in Riccarton for 24 years and feel very strongly against this.</p>	119	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
176	<p>We would support it but only if turning out of Division st into Riccarton road is both left and right. Our chambers are at the top floor of the State Insurance building. At present there is a total of 9 lawyers on our floor 7 of them court lawyers who would attend at the court most days. We turn right onto Riccarton road to go to court. IF. WE CAN ONLY TURN LEFT IT WILL MEAN THEN TURNING RIGHT INTO KAURI ST. That would result in more traffic on narrow residential streets, plus clogging up Riccarton road while we wait to turn across the traffic into Kauri street FOR MYSELF TODAY I HAVE DRIVEN IN TO COURT ON 2 SEPERATE OCCASIONS. We signed a long term lease only in Febuary this year so relocating is not an option.</p>	120	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

177	It will create access problem for our clients visiting our office at 88 Division Street.	125	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>
178	I work at 88 Division Street and do not support the proposed plan. Access to and from Division Street will be adversely affected by the inability to turn right into Division Street from Riccarton Road and right into Riccarton Road from Division Street. I believe the original site proposed would be a better option.	126	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking</p>

179	<p>It will have a huge impact on access to the State Insurance Building for all staff and clients accessing that location daily. The restriction on access and egress in and out of Division St is high impact for motorists. The access for delivery vehicles into Farmers Cart dock, the printing firm and the many businesses that operate in the State Insurance Building will be very detrimental to the functioning of those business. Graffiti, rubbish, and general undesirable loitering will increase dramatically in this location because if the bus shelter.</p>	129	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
180	<p>The proposed site (Division St) for the bus lounge appear to have gone from bad to worse. All the business owners and general public in the local area confirm that the existing Westfield site is the most preferable. A bus lounge on the corner of Division Street will have a detrimental affect on all businesses in the area. The present Westfield site has more room (especially if the garden plot by Columbus Coffee was removed) to enhance even more, and generally traffic flows freely along. Moving the lounge into the busier/narrow part of Riccarton Rd make absolutely no sense. Road Plan 1. I would estimate 50% of the traffic leaving Division St would now turn right onto Riccarton Rd to head towards Hagley Park. Without this facility it would be chaos and disastrous for the wellbeing of our business and surrounding ones. 2. As a daily commuter to work coming up Riccarton Road I definitely require to turn right into Division Street the same as hundreds of other cars in a day. There is ample room for two lanes. The present system works wonderful so why change. 3. There is not enough room for angled parking as the street is just not wide enough. I would envisage a lot of tail enders as both sides reverse out same time. 4. The footpath area would be very congested outside the lounge area and intimidating to people walking the footpath along Riccarton Road. The points I have raised are all common sense, which everyone I speak to agrees with. As a daily user of Riccarton Rd it is no different from any other major arterial. There is nothing wrong with Riccarton Rd so why on earth change Division St/Rimu/Kauri entrances when we don't want them changed. I don't believe the Council has thought this process through enough as it is really not a repeat opposition from us as we did 6 months ago for the original idea prior to keeping it at Westfield. The present Westfield site is the obvious choice. I suggest the Council agree with Westfield request so that the lounge on the existing site can proceed. The public meeting on Wednesday confirmed that no one is in favour of this new Division St site and that Council should go back to Westfield for more discussion. Please can someone start negotiating with Westfield so that the Bus Stop can be upgraded on its present site, which makes sense to all concerned.</p>	132	NO	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

101	<p>It is with anoyance and frustration that here we are again trying to defend the existance of our business that has served the area for 20yrs. Why is there never any consideration goven to the small businesses that make up our community. Westfields let them provide what is needed for their clients - not us. We depend on 2 way traffic in & out of Division Street as do other Riccarton Road retailers that have back off street parking accessed from Division St. Why another bus lounge there are enough coffee shops - now you are just making an unsafe dirty place. Leave the bus stops where they are it just makes good common sence which seems to have been lost along the way.</p>	238	N	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
102	<p>When Divsion Street was closed for the Westfield Mall development, Westfield should have been made to provide access from Rotheram St to Division St. Removing the right entry turn option from the west and the right exit turn from Division St will increase traffic flow around the area and have a detrimental outcome for the business that have car parks off Division st. Can Westfields service lane be opened to the Public?</p>	247	N	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>

183	<p>The greatest impact this proposal will have to me is significantly reducing the accessibility of the sewing and creative public to my store. The proposal as it stands limits access to Division Street. Currently this street is accessible in both eastbound and west bound direction from Riccarton Rd. In the practice of carrying sewing machines to people's cars over the last eight years I have observed that customers have a variety of transport needs, and park not only in the car parks we provide but on Division St and also on the southern side of Riccarton Rd. The fact that they do not park on the northern side of Riccarton road suggests that people coming from the west have a habit of turning into Division Street. To limit this access as this proposal suggests will seriously hamper my business and for the greater benefit of Westfield Riccarton customers. The Bus lanes proposed limit parking on the south side and also give visual obstruction to traffic wanting to access division Street. Again this proposal seriously affects the ability of my customers to access the services of our business.</p> <p>My landlord Arthur McKee has on a number of occasions submitted to council that the intersection of Division Street and Riccarton Rd should have the traffic lights removed I wish council to know that I am not in favour of this proposal as it limits access to my retail operation which has already been reduced by the development of Riccarton Mall across Division Street. I would therefore ask that the council reject the proposal of a bus exchange at 123-125 Riccarton Rd and that the previous option on the car parking at the north end is reopened or that an alternative bus route is proposed on Maxwell street Matipo St corner.</p>	257	No	<p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to retain parallel parking on the east side of Division Street.</p>
Non supportive comments		ID	Project team response	
184	<p>I am totally opposed to this scheme reasons : If its high frequency service why have any super stop at all, the passengers don't need one. : Be much more congestion on the foot paths, + shop signs to cope with eg Pauls Camera shop as u still : Have to cross the road half the time to catch the bus on other side of Riccarton road. : Smell and sight of busses : Noise and Litter. : U never mention how many people there will be extra in the streets. : U never mentioned how much this would cost the rate payer. : I suggest yet another failed and expensive cock up when trying to save money</p>	3	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
185	<p>I do not want Kauri St to be "entry only" by left turning traffic from Riccarton Rd. If you do this, you will encourage traffic to turn into Kauri St to avoid the congested Riccarton Super Stop, and Kauri St and Rata St will become a thoroughfare. At the T intersection where Rata St meets Straven Rd, it is nigh on impossible already to make a RH turn into Straven Rd, on account of its proximity to the Kilmarnock St/Straven Rd traffic lights. You will add to this congestion by making Kauri St one way as traffic will divert down Kauri St and Rata St and then try to turn right at the end of Rata St to get back onto Riccarton Rd. Residents in Kauri St, Rimu St and Rata St will also have to take this same route in order to get onto Riccarton Rd, as it will be impossible to turn right from Rimu St onto Riccarton Rd on account of the Super Stop. If you provide angle parking at the Riccarton Rd end of Kauri St this will make for a dangerous area with people parking and moving off from these parks while other cars rip round the corner onto Kauri St from Riccarton Rd. Kauri, Rata and Rimu Sts are already very congested on both days of the weekend on account of the Riccarton Market at Riccarton Bush and parking needs to be sorted for that before we add to our problems.</p>	7	No	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain the existing parallel parking on the east side of Kauri Street in favour of the angled parking.</p>

186	<p>The area between Westfield Mall and Riccarton Bush is a well established charming residential area and this proposal for a Super Stop and passenger lounge will impact hugely. You may well talk about easing traffic congestion, but all you will be doing is shifting the congestion from the commercial area to our residential area. The passenger lounge will be a magnet for people who wish to loiter, deal drugs and sleep, and bus passengers who would benefit from such a passenger lounge will not feel safe. The middle of Riccarton Rd is not the logical geographical hub for people to disperse to surrounding suburbs. It is unfair on the retailers on Riccarton Rd to have the noise and fuel pollution of buses right outside their doors and also unfair that they will lose the parking outside their businesses. The existing bus stops along from MacDonalds next to the Westfield car parking are much better placed than they will be if they are shifted in amongst the shops closer to Division St. People who visit Westfield Mall shop till they drop and you will never convince them to travel by bus with their armloads of purchases. Finally I wish to register my disapproval of the way in which the map was drawn on the CCC Oct 2014 pamphlet. It was very confusing to say the least, with the "Join Line A" marking, but no clear indication of where to cut the map to affix Lines A in order to provide a proper representation. The map is quite ridiculous and it looks as if the entrance into the mall car park from Riccarton Rd, feeds into Rimu St. Very poor and very deceptive. Was it a deliberate attempt to confuse residents??</p>	7	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
187	<p>The Waiting room in Riccarton isn't needed. What is needed is improved waiting area's at the current bus stop not enough room for more than two buses at any one time. Lax Security at the current central station is a joke and this will be more of the same at this new proposed lounge in Riccarton. Police and Community Patrols will have to be on hand more to deal with incidents because the staff won't care....</p>	9	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
188	<p>I do not generally support this proposal in its present form. My reasons and comments and suggestions are as follows - 1. The proposed waiting lounge will be expensive to set up and run, and will not achieve its apparent objectives – making bus service more attractive and efficient, and improving traffic flow in Riccarton Road. The reason is essentially that the facility required is not a bus interchange, but rather more comfortable bus stops and some changes in traffic management. 2. The bus lounge will become a place frequented by rowdy and disorderly teenagers and the inebriated at different times of the day, which will be impossible to supervise by security cameras (imagine a “hoodie” being disorderly, making a rude gesture towards the security camera, and taking off – impossible to either catch or identify). If warm and comfortable it will also attract the homeless and vagrants wandering the streets. It is likely to become a hotspot for petty crime like handbag snatching and minor assaults, verbal abuse and perhaps also for drug dealing. 3. Without toilet facilities close by or included the local area will be used as such. There is an unused toilet block in Rotherham Street which should be refurbished and reopened. There was one in Rimu Street, now car parking. Does this land still belong to the City Council ? 4. The proposed lounge is rather a long distance from some of the bus stopping points. and without being able to see some distance up Riccarton Road some would-be passengers are going to literally miss their bus. An electronic display as used in the previous city bus exchange would be necessary. Even with that facility, it would become necessary for buses to stop for, say, an extra 45 seconds or more to allow passengers to make their way from the lounge to the bus – not conducive to rapid service.</p>	20	No	

1981	<p>5. The actual bus stops will still be exposed to the weather. May I suggest two solutions to this problem: (a) Provide glass "rooms" as done, for example, in Courtenay Place in Wellington; or (b) Provide a kerbside glass wall, as done at Northlands, but more extensive, just leaving gaps for passenger entry and exit doors. Drivers can easily stop in the right places most times, or if not, stop a little further out from the kerb. This applies especially to the north side of Riccarton Road, exposed to the south west.</p> <p>6. A further suggestion is to place seating just inside a glass wall on the kerbside as in 5(b) above, but facing away from the road, or facing towards oncoming traffic on that side, so buses coming can be seen easily. If facing away from the road, persons seated would merely need to turn their heads to the left to see buses coming and prepare themselves for boarding as soon as the bus stops. This would do away with the need to place seating in front of shop windows or obstructing entry to shops. The footpath (covered by shop verandahs) would remain much the same as at present, except for the glass wall and some seating.</p> <p>7. If warmth and comfort are required, I suggest heated seats which heat only when the outside air temperature is below, say, 15 degrees, and only when sat upon. I have not seen any such item on the market, but a quick look on the internet will show they are provided elsewhere. It would not be beyond the ability of local innovative manufacturers to develop and supply durable and safe electrically heated seats by next winter. The energy used would be a fraction of that required to heat a lounge (just as your electric blanket at home is very cheap to run compared with heating your lounge). And they would be a great selling point for both Christchurch and the manufacturer, not to mention the bus service. (The market could extend to pavement cafes and other outdoor facilities).</p>	20	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The security and safety issues including th</p>
1981	<p>8. The proposed stopping points for west (outward bound) buses overlap two entries to the Westfield mall car park. A dangerous situation arises when motorists wishing to enter the car park cut in front of buses about to pull out from the kerb. Also, motorists waiting to enter the car park will hold up Riccarton Road through traffic. An obvious solution would be to close the second entry just before Matipo Street (not used much) and make the left lane a bus lane right through to Matipo Street with the traffic lights giving priority for buses (as at Moorehouse Avenue/Colombo Street), thus deleting the bus stopping section before the curved mall car park entry.</p> <p>9. If the stopping point for east (inward bound) buses is located opposite the Westfield mall, from Matipo Street to Kauri Street, a bus lane from before Matipo Street to Kauri Street could be established, with less effect on retail businesses on that side, but pedestrian crossing lights at Kauri Street would be necessary (perhaps relocate the present Division Street lights).</p> <p>10. If my suggestions in 8 and 9 above are adopted, it would be desirable to establish a stop each way at Straven Road/Clarence Street intersection to service that end of the Riccarton service area, preferably with buses exiting via a buses only phase at the lights there.</p> <p>11. The only restrictions necessary at Kauri Street, Rimu Street and Division street are to prohibit right turns from either the streets concerned or Riccarton Road. The traffic lights at Division Street would become redundant, and those for pedestrians crossing at Rimu Street kept or moved as appropriate.</p> <p>12. I write from the viewpoint of a 67 year old partially disabled superannuitant. I have a mobility parking card, but face eventually not being able to drive, and anyway wish to make the best of my gold card ! I would be reluctant to use a lounge for the reasons I have given in points 2 to 6 above.</p>	20	No	<p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling</p> <p>The passenger lounge will be funded by Council and the Crown.</p> <p>Your suggestions regarding glass rooms and seating will be considered further at detailed design.</p> <p>The proposed restrictions at Division Street are to be retained, however after a review of submissions it is proposed to re-introduce the left turn out from Kauri Street to Riccarton Road.</p>
1981	<p>Summary of Suggestions The above sounds rather complicated, but may be simply summarised as follows -</p> <p>A. Establish bus stops and lanes both sides of Riccarton Road from Matipo to Kauri Streets, with traffic lights favouring buses in both directions at both streets, and providing for pedestrians at Kauri Street.</p> <p>B. Provide these stops with a roof and glass walls on property boundary and kerbside, with gaps in the kerbside wall for access to and from buses, and heated seating.</p> <p>C. Remove traffic lights from Division Street, prohibit right turns to or from Riccarton Road at Division, Rimu and Kauri Streets.</p> <p>D. Abandon the bus lounge concept and establish public toilet facilities in the general area.</p> <p>E. Establish new bus stops close to Clarence Street/Straven Road, with a light phase favouring buses</p> <p>F. I believe that if a plan such as outlined in A to E above was adopted the result would be a lower overall cost, a more cost-effective, user and business-friendly facility, easier for bus passengers to use, and improve traffic flow in Riccarton Road. There are other benefits, such as effectively covered ways from Matipo Street to Kauri Street, leading people into the mall and retail areas, which would be undisadvantaged by this plan. The addition of public toilets would be an advantage to the area generally. Please feel free to discuss any of this with me.</p>	20	No	
1981	<p>Your proposal is not very clear. Will the existing bus stop still be used, if so why are you changing? Will the traffic still flow both ways on Ricc Rd between Kauri & Division & Rimu Streets? Kauri Street: The proposed angle parking will not gain anything but will make it dangerous for cars reversing out of car park into left turning traffic off Ricc Rd. Will you be able to turn left out of Kauri St into Ricc Rd? The diversion will increase traffic on Kauri St more than at present. Dangerous bend at Kauri/Rata St. Parking signs on Kauri St display 60mins but no time shown. Ricc Rd will be more dangerous for emergency vehicles ie. Ambulances, Police, Fire etc. Could bus timetables be staggered to reduce congestion? Business will loose customers. What is happening to Blood Donor building? Why does the Super Stop need a cafe, plenty in Westfield. Have to employ full/partime cleaners, more rubbish bins. Do bus stops have to be directly opposite each other?</p>	23	No	<p>No it is proposed to consolidate bus stops in Riccarton to one central bus stop. Angled parking proposed on Division Street and Kauri Streets is to be removed from the proposal following consultation. The proposed turning restrictions at Division Street are to be retained however, the left turn is now re-instated from Kauri Street into Riccarton Road. Traffic will continue in both directions along Riccarton Road.</p>

103	<p>No, I definitely do not support a passenger waiting lounge on Division St, because 1) Huge unnecessary expense. 2) Very close to needed lounge in mid Christchurch. No need for a second one. 3) More problems for overcrowded Riccarton Road. 4) Judging by the disastrous map of Riccarton Road where nearly all of it is wrong, I would have no faith in those doing it. I can see no reason to build a very expensive and unnecessary bus lounge in Division St when there are these sorts of facilities in Central Christchurch not far away. Surely buses are there to provide transport from A to B for passengers, not sitting out places and cafes when the space to be used is in such short supply. The cost of this lounge would be huge and I can see it being used by layabouts or similar, not bus passengers at all.</p> <p>The map showing all these possible changes was extremely confused, not inspiring confidence in the proposed changes. We all know Riccarton Road is unbelievably busy but these possible changes will only make it worse. Please leave everything as it is</p>	24	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
104	<p>Preventing Kauri St traffic turning into Riccarton Rd will create a significant impediment to visitors to our business and our staff. Additionally, we witness many near misses for people crossing the road from our upstairs vantage point. We think the buses will further limit pedestrian visibility and reduce safety. we recommend retaining Kauri St access and placing pedestrian lights immed in front of the proposed stop on the Westfield side. That will allow safe passage for pedestrians and give an opportunity for traffic to cross Ricc Rd from Kauri St.</p>	25	No	<p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
105	<p>The waiting lounge is a waste of time as it won't get used for eastern travelling public as they will fear they will miss bus while waiting to cross road. Putting left in only into Kauri from Riccarton with right angle parking by 138a Ricc & 2 Kauri will create massive congestion on Kauri & will back up onto Riccarton Road. The existing corner & parking currently causes back up onto Riccarton Road for "left into Kauri" traffic & right angle parking would be dangerous & guarantee to cause crashes. No exit from Kauri St will only move more vehicles to Rimu St & cause more congestion there, at the bus stops that are proposed on Ricc. Road on both sides of Rimu exit. The location of bus parks both sides of Riccarton Road will destroy the trading businesses adjacent to the stops behind the bus park by 112 Ricc & eastward now when the bus park is busy. Solution * Keep the bus parks where they are, adjacent to Ricc. mall carparking & adjacent to motels which have their own parking spaces & don't require street parking for business. On the mall side remove & move east toward the 'left in' only sweep of Ricc Rd to Westfield & extend west toward McDonalds entry so 4 bus park spaces will fit. Build long shelter like at Northlands with more closed in glass shelter along that run of shelter wall. Footpaths are more than wide enough to fit this. The planters prior to the existing bus parks on the mall side of Riccarton Rd would need to be shortened & extended toward the carpark 'sweep in' access but this would help deter right turn traffic that often enters the carpark at this point. I have an office on Kauri St currently & regularly witness all of the traffic issues I have mentioned above. Note: In the various projects we do at my business we often work with traffic engineers & regularly discuss traffic issues so I am familiar with traffic flow situations & solutions.</p>	26	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown. Following consultation the left turn out of Kauri is to be re-instated and the existing parallel parking is to be re-instated in favour of the proposed angle parking.</p>
106	<p>1) Waste of ratepayers money 2) Too much pollution to shoppers and businesses in the area 3) You could have just had better shelters by the current stops on Riccarton Road by McDonalds.</p>	29	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>

197	<p>No, I am NOT in favour of building any new stops outside 120 Riccarton Road because (1) Tenants live at the back unit and it is noisy & disruptive to their health & safety if this goes ahead. (2) The road is congested now without more stops and wait time and delays. (3) My land in front is not available for lease for a shelter by Council. (4) The road beside my building has to have access from Riccarton Road to the back and cannot be blocked. (5) This consultation is at its initial stage & I am not in favour as the bus stop will not be including a shelter on my land and will strongly opposed if bus stops are created.</p>	41	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
198	<p>Riccarton Rd is a major thoroughfare into the city and north via Straven Rd. It is regularly congested in the 400-500m between Matipo and Straven Roads where traffic flow is adversely affected by four sets of traffic lights; two of which are predominantly pedestrian (Division St and adjacent to Rimu/Rotherham). Adding a Bus Super Stop will likely worsen congestion because it will increase pedestrian use of the Division and Rimu/Rotherham lights. Also, the proposal does mention changes, if any, to the two bus stops on the north and south sides of Riccarton Rd, between Rotherham and Straven Rd. If these two stops are to remain, we will have a four stops, including super stop(s) within 200-300m on either side of Riccarton Rd. You might as well close this section of Riccarton Rd to normal traffic and turn it into pedestrian and bus depot, and divert normal through traffic around the mall via Matipo/Maxwell/Clarence. Alternatively, avoid a bus super stop on Riccarton Rd and look for a site specific to the mall; e.g. on Maxwell St, Rotherham St (and close to bus traffic only), or convert the mall's open parking area adjacent the present stops and McDonalds to an off-street super stop. I imagine these options will have been considered, but have land owner agreement issues.</p> <p>The fundamental problem with the Riccarton Rd super stop proposal is the existence and likely increased use of two pedestrian crossings within 100m on Division and Rimu/Rotherham and the disruption intermittent pedestrian crossing will cause to peak traffic flow - similar to that experienced at the pedestrian crossing midway along Harper Ave. A two story stop on Riccarton Rd with footbridge would alleviate both congestion and pedestrian safety issues; like the two over Rotherham St, which has a fraction of the through traffic of Riccarton Rd.</p>	48	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p> <p>It is proposed to consolidate bus stops in Riccarton to one central bus stop.</p>
199	<p>Southern Response Earthquake Services Limited would not support any bus interchange that was located directly in front of any business, their concerns are the effect on the businesses, the buildings, the normal person attempting to walk along the footpath with a 'hoard' of people waiting for buses, particularly the smokers, the adolescents and inebriated people who are not welcome into the lounge is intimidating to customers of the adjacent businesses, the amount of graffiti, vandalism, chewing gum, smoke in the air, idling engines, fumes from buses, vibrations etc etc etc. Not to mention the effect on the rentals able to be obtained for businesses next to an interchange, the effect on the value of the asset the building owner of 116 Riccarton Road - Southern Response Earthquake Services Limited, while recognising the need for an interchange, cannot and will not support the location of the passenger waiting lounge at Division Street, or indeed the corresponding bus exchange on the other side of the road in front of 116 Riccarton Road. Southern Response Earthquake Services Limited also express concerns with having the waiting lounge of one side of the road and access to eastbound buses for those passengers waiting at the Lounge. Where will Eastbound bus passengers wait? How will they cross Riccarton Road which is one of the busiest roads in Christchurch. They would not support any additional waiting lounge be installed on the Northern side of Riccarton Road. The natural placement would be a few meters up the road adjacent to the Mall Car Park, This would have the advantages of: -not interrupting the Riccarton "Village" -providing customer proximity to the Mall (a major commuter destination) and -providing the Mall with further customer "capture" in an area developed to cater for this very process. Southern Response Earthquake Services Limited will be lodging a submission in opposition to this proposal.</p>	49	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
200	<p>I live a block away from the proposed super stop/waiting lounge. Having spoken to many concerned folk in the area I know that our neighbourhood is very much opposed to this scheme. Without exception we feel the bus stop/waiting area should be on the edge of the mall carpark where it is now. Please re-negotiate with Westfield on this. The Council could also look at purchasing the old house at 144 Riccarton Rd (north side) for a waiting lounge & possible community centre. The present plan will be a disaster for small businesses along Riccarton Rd & the waiting lounge a venue for the undesirables that hang out in that area. Kauri St access: At present fast traffic avoiding Riccarton Rd is an issue for residents. Your plans will encourage this. Please leave access as it is, or close off completely to the north of the service lane.</p>	52	No	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area. There is a convenience store next door to the proposed Passenger Lounge and security provisions are to be worked through in detailed design.</p>
201	<p>A bus stop at the proposed location will further confuse a congested area for pedestrians. Keep it at Riccarton Mall which is where shoppers are or move further north near Clarence Rd for all the school pupils.</p>	63	No	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p>

202	<p>This is an ill-conceived idea which seems to be a direct result of Council's lack of success with previous proposals. It is unlikely to find favour with commuters, residents, shoppers, shop-owners or users of Riccarton Road. An unmanned waiting room is likely to become a shelter for riff-raff, street kids and those with nowhere else to go. The intimidating environment that characterised the former Lichfield St Bus Exchange will be an inevitable result and will deter usage by the elderly, pensioners and others for whom the facility is presumably intended. The proposed relocation of the bus stops themselves also looks highly questionable. The suggested sites have a number of inherent problems and are less practical than those currently in use. The best, fairest and safest solution would appear to be the previously proposed Super-Stop facility, similar to the one currently in use at Northlands, running along the edge of the Westfield Car Park on the opposite side of the road. This location has a lot more in its favour than one further down in the most traffic-congested part of the shopping precinct. Council should return to this concept, re-open negotiations with Westfield et al, and, if necessary, employ professional help to negotiate a satisfactory agreement. The present proposal represents the worst of all worlds and is an unacceptable compromise that appears to have been produced under pressure. It seems likely to create more problems that it will solve and will do little to enhance the area or the environment.</p>	64	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
203	<p>A complete waste of our very limited City Council finance.</p>	68	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
204	<p>If it aint broke, why fix it! Instead of providing this stupid superstop, why can't you do what they did at Northlands! Why can't buses timetables be altered to avoid congestion, like the airport? Passengers do not need a super stop, café etc.</p>	74	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
205	<p>We think you should consider something like is at Pacific Fare on the Gold Coast, Surface Paradise. The bus stops are incorporated into the shopping centre car park which provides multi level car parking and means the bus stops are undercover. Bus exchange on Maxwell Street</p>	76	No	<p>It is not proposed to relocate the bus stops to Maxwell Street as this will add a significant amount of time into bus services and journey times for passengers.</p>

206	<p>We strongly object to and will be adversely affected by the proposed positioning of the Super Stop in Riccarton Rd. Our retail frontage is glass and occupies the width of the ground floor at 122 Riccarton Rd. This store has been completely refitted to maximise our shop frontage and street appeal ,which will be negated if the proposed Super Stop goes ahead at this location. As we are at the centre of the proposed location, by the intersection with Division St, we will be subject to noise and exhaust pollution from buses travelling and idling in both directions. We feel that the bus passengers will shelter and lean on our store frontage, no matter how many bus lounges you propose. We will still get the smokers etc as we have a shelter over our entrance. A contributing factor in moving to this location was to get away from the gang/group mentality of the young people loitering on the footpath outside our previous location on Rotherham St. These individuals were supervised by the Mall Security. We do not have the luxury of this supervision now. Our target customers include Grandparents and Families with young children and they are hesitant in approaching areas where groups of people are congregating or loitering. We pride ourselves in having an open door policy in all but extreme weather conditions. This will not be possible with the closeness of continuous bus noise and exhaust fumes. Our glass frontage and stock will be grossly affected by black fumes and residue. It is difficult enough now to be heard on the telephone or talking to customers but with the buses another 4 metres closer and idling on our doorstep this will be unacceptable. Our target customers who are waiting for the lights will not have an unimpeded view of the shop frontage. These are the customers we wish to encourage and they use the car parking between us and the corner of Rimu St, which the bus Super Stop will swallow up. To close we feel that there are no positives for our retail business with the positioning of this proposed Super Stop and in fact it will severely affect the ambiance and wellbeing of the area.</p>	79	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
207	<p>No comment provided by submitter</p>	81	No	
208	<p>I do not own a car and rely totally on the bus service for my transportation requirements BUT I AM TOTALLY OPPOSED TO THE CHANGES PLANNED FOR THE BUS STOPS ON RICCARTON ROAD on the following grounds: It is a lot of money to spend on something that is going to be only temporary - 5-10 years, including the costs of maintaining the facilities. This money would be better spent on resealing the roads and pavements in Christchurch. You say that you are going to provide more buses more frequently. The services that you provide via Riccarton Road are the most frequent service in Christchurch now. You want to encourage people to use the buses, by putting on more buses isn't the answer. The buses you have running now are not always full. It's the cost of using the buses to go a short distance that is the issue. You need to bring back the zones, so that is makes it much cheaper to shorter distances and this would encourage people to use the buses more often, instead of taking their cars. There is no need for more bus shelters on Riccarton Road. People who come to Riccarton come to shop at the Mall or go to the movies. They do thier shopping and arrive at the bus stop where they only have to wait a few minutes for their bus. There is no necessity to have a lounge or toilet facilities - there are sufficient of these facilities at the mall. The lounge facilities will increase the potential for groups of undesirable people to congregate and abuse the facilities thus discouraging the elderly, etc. from wanting to use these facilities. The bus stops where they are now are staggered on each side of the road and aid in the flow of traffic. The planned portion of road for the new stops will only narrow the road down and cause utter chaos to an already congested road. The bus stops will severally affect the viability of the shops on this portion of Riccarton Road. In fact they will probably have to close because of the detrimental affect this will have on their businesses. Is this what you want to happen? I thought that you would want to encourage businesses in the area to help aid in the recovery of Christchurch.</p>	84	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, with adequate security, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p> <p>The comment regarding to cost will be referred to ECan as the service provider.</p> <p>All other facilities as part of the super stop are to be considered under the detailed design.</p>
209	<p>"If it ain't broke, don't fix it!" Riccarton Rd flows well at present considering the volume of traffic. MORE careparks are needed, not fewer in the surrounding area, especially on Saturday mornings whe n the area is chaotic because of the farmers Market. It is ridiculous to remove the carparks on Kauri St and Riccarton Rd. It is hard on neighbouring shops if those carparks are removed/replaced by bus stops. We all understand wanting to increase bus usage but this is not the right place for a Superstop. It will add to congestion instead of relieving it. What is being anticipated if security camers + security patrols are required for the proposed superstop? This hardly endears local residents to embrace this proposal. I do not know of anyone who is keen on this proposal. Thank you for the opportunity to have my say on behalf of my sibilings and immediate family. I hope residents views are taken into account.</p>	85	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>

210	<p>I own the building at 122 Riccarton Rd, which is adjacent to the end of Division St and I have a number of concerns with regard to the proposed Bus Super Stop in Riccarton Rd. Including the following objections: Loss of all close parking There are very few parks near my building and removing all of them for a bus stop would be serious disadvantage Additional air pollution Ecan rate Riccarton Rd as having the 2nd or 3rd most air pollution in the country according to the report they recently published. More diesel fumes is going to make this significantly worse. Visual obstruction to my tenants store Retailers rely heavily of shop front displays to promote their businesses and the proposed bus stop would all but wipe out all everything a retailer could do at 122 Riccarton Rd to attract customers. I am already having in depth discussions with tenants about air quality and a bus stop would make things a lot worse. Additional noise The current traffic is already bad enough without having dozens of buses stop and start directly outside my building every few minutes. Additional rubbish The influx of bus passengers in the immediate vicinity would generate a lot more cigarette butts and rubbish right outside my building. Unruly and loitering people I would expect shop lifting to increase significantly with the addition of people loitering around waiting for their next bus and idle hands are usually an ingredient for trouble. It would be far better to locate a Bus Super Stop on the edge of the business district rather than the middle of it, say west of McDonalds, or get the buses to do a dog leg away from Riccarton Rd, which is already far too congested and have the Super Stop on a side road like Matipo St, or Maxwell St, where there is a lost less traffic or commercial businesses, but still in easy walking distance to the mall and the Riccarton Rd shops.</p>	88	NO	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown. It is not proposed to relocate the bus stops to Maxwell or Matipo Street as this will add a significant amount of time into bus services and journey times for passengers.</p> <p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area. The proposed lounge and the relocated bus stops will not increase overall tra</p>
211	<p>I strongly oppose this plan. Riccarton has enough trouble with crime and young people playing up as it is without giving them another location to hang out and cause mayhem.</p>	89	NO	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. The lounge will be well lit, regularly cleaned and monitored by security.</p>
212	<p>This is the third attempt by the Council to locate the Lounge, and probably the most ill-conceived. The aim of the Lounge is to ease traffic congestion, and encourage people to use the facilities. I propose in fact that it will do the opposite. Practical aspects of the Bus Lounge: -The current bus stop outside of Riccarton Mall works and it services the 32% of all Christchurch shoppers that visit the Mall. -The bus stop is recessed off the road and allows for traffic flow. The new location outside the lounge is narrower and will constrict traffic flow. If the relocation proves to be a failure the option to return to Riccarton Mall may be lost due to the land use going back to Westfields. -As the lounge will not be staffed (only patrols) this will attract the undesirable element in the community, and be a warm haven for the homeless in the winter. -The lounge will not be a convivial atmosphere for the more elderly bus patron. Financial: Every proposal has a financial element to it; \$500,000 set up costs and \$3,500 per week to operate. Over 3 years 1 million dollars essentially for a bus stop with a roof. This is just for one bus stop and more are proposed. Whether it is tax payers money or rate payers money there has to be fiscal responsibility, clearly there isn't with this proposal. At a time when the council has announced that they are running out of money to repair earthquake damaged roads this funding could be allocated to were it is really needed.</p>	91	NO	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The security and safety issues including th</p> <p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling</p> <p>The passenger lounge will be funded by Council and the Crown.</p> <p>There is insufficient space to provide for the superstop at the Mc Donalds end within the current road corridor , and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p> <p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public</p>

213	<p>"If it ain't broke why fix it" Health and Environment For an organisation that has "Environment" in its title (Environment Canterbury), little or no consideration has been given to health or environmental issues. The location of the bus stop on the North side, 126-114 Riccarton Rd, allows for 4 buses to park simultaneously. Air pollution from four idling buses will affect the shop at 114. The store has an open plan, and diesel fumes diesel will have serious health issues for the staff and bus patrons. The stop is to cater for up to 100 patrons. There is no bus shelter provided and this will lead to bus patrons congregating around the shop front. This will inhibit pedestrians on the footpath and make access to the store difficult. Testimonials from retailers in the CBD state that graffiti tagging and rubbish along with vomit and urine can be an ongoing problem associated with a large bus stops. Further testimony (from Dumplings on Riccarton) states problems associated with large bus stops can actually lead to the closure of a business. The loss of car parks will also have a serious impact for Chain Reaction Cycles (for cycle repairs) and Paul's Camera Shop as a destination type retail store. We are familiar with air pollution on Riccarton Rd, we clean if our windows everyday. The current location of the bus stops is in relatively open space. The new locations are near verandas and two storied buildings and air pollution will be exacerbated. Due to the narrow footpath we believe noise pollution will also be a major concern for pedestrians and retail staff. Recent monitoring of noise from buses that were accelerating away from the footpath showed they exceeded noise levels. Inhibiting traffic flow in and out of Division St will impact on store deliveries, staff and customer access. The one way turn is not supported by businesses in the area. In conclusion this proposal will do nothing to enhance the shopping experience in Riccarton in fact it will be detrimental. It is an adhoc proposal that only addresses the needs of a self interested bus transport committee and not sympathetic to the residents and shop owners of Riccarton.</p>	91	No	<p>transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain a two-way street and access to Westfields Service area is maintained. The left turning movements have been assessed using tracking software to ensure delivery vehicles can continue to access the service area at Westfields. Traffic is encouraged to use the traffic routes identified in the Transport Plan, which include arterial routes including Clarence Street and Straven Road to access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street, or alternatively use Blenheim Road and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Road. Following consultation, it is proposed to</p>
214	<p>My reasons for not supporting the Division street option for a bus lounge. 1) The proposed premises are only 31% earthquake standard. who would be paying for upgrades - council or landlord? 2) The pavement area is too narrow - in summer people will not want to wait inside the lounge. 3) There would be a reduction in the number of parking places. Not everyone likes/wants to shop in the mall. 4) A huge effort has been made by local businesses to improve the area. The lounge would be detrimental to this as buses would block views of shops, and reduced parking available. 5) It is a very narrow street entrance to Division St which will cause problems for deliveries to businesses and those using the street. 6) Possibility of more traffic accidents with more people in small area. A better place to site the lounge/transit area would be at the back of the Mall in Maxwell street. 1) Move some of the carpark entrances to Matipo street. 2) Have westbound buses parking along street (where there is car parking at the moment). Have east bound buses going into service road. Both stop either side of portacabin type lounges and toilets sited where grassed area currently is opposite 7 - 23 Maxwell Street. 3) Westwards Buses turn down Matipo street then left into Maxwell. Continue along Maxwell and turn into Clarence Street then back onto Riccarton road. 4) Eastbound buses turn down Clarence st, right into Maxwell st then after stop continue and turn right into Matipo street then back onto Riccarton Rd. 5) Yes, it may take few extra minutes but contains bus/passenger movement to one area. 6) Safe entry to Mall provided through car park,possibly even an upper level entry. 7) Mall will need to help as they help cause congestion by so many cars coming to the area. Actually, Mall should have accepted previous proposal of lounge in car park on Riccarton Road.They would only have lost 10 parking spots at most!!! Thank You</p>	94	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown. It is not proposed to relocate the bus stops to Maxwell Street as this will add a significant amount of time into bus services and journey times for passengers.. There is not enough</p>
215	<p>Thank you for giving us the opportunity to have our say on the proposed Super Stop and passenger waiting lounge at Division Street. We are part owners of 117a Riccarton Road. We were very disappointed to learn that negotiations with Westfield had broken down as that is the option which we would prefer above anything else previously or currently proposed. Can the communication and negotiating process with Westfield be reconvened? An option could be with a neutral negotiator. Hopefully the answer to this is yes!! If you could negotiate the land swap with Westfield the lounge could be set for life and no temporary expenditure, no patching up of an old building just to please Ecan. By doing the land swap with Westfield the Council would then only have the building costs and setting up of the lounge but no rent so a large saving and a lovely new purpose built building. After going to the drop in session at the Community Centre we feel that the Council is wasting our rates on a half-baked scheme. We have car parking at the rear of our premises (as have all the properties in this area) therefore, under this proposal it will be very hard to access the private car parks for clients and customers. Division Street is our only access. Coming from Upper Riccarton you will be unable to enter the street, also exiting we would be unable to go east and would have to go around the block and it will be a nightmare. It works fine at present so why change??? We are very much against the Division Street Traffic flow plan.</p>	95	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal. The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flows and reduce delays for all traffic and public transport at this point on the network. This is to support the strategic objectives for the Riccarton Road corridor, which is identified as a public transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning movements reduces the number of potential conflicts at the intersection. There are less than 30 right turn movements from Riccarton Road (west) into Division Street in peak times and less than</p>

216	<p>The disabled persons representative said this proposal did not fit with their requirements for a lot of reasons, we were interested in this as one of our granddaughters has spina bifida so our interest in the well-being of disabled people has been greatly heightened and their needs need to be taken into account in your planning. He seemed to be very happy where the bus stops are presently located on both North and South sides of Riccarton Road. We talked to Rob Churchill (Project Manager) after the discussion to ask if the proposal was to go ahead was money set aside in the budget for security, (as we think if it went ahead the lounge would need full time security) "his answer, "ohaven't decided on security". Our next question was would there be toilets (which we think is a necessary) "his answer "ohaven't decided on toilets", we asked how can we comment on something that we don't know the full story, to which he replied "this is just a proposal", he then said to us did we realise how much pressure the council is under from Ecan. Well pressure or not please get this project right. Do not give in to pressure. At the drop in session we asked where would the cyclists leave their bikes? (The bus companies are promoting patrons to take their bikes on the buses and all buses are getting bike holders) and the bus representative looked to the council officers and everyone shrugged their shoulders and then a woman from the council said perhaps lock up stands on the footpath could be an option. She said the footpath is to be widened which is going to make the busiest road in Christchurch even narrower. You are making a great asset for the city with the new Central Bus Exchange please carry on the example at Riccarton and make a nice new Community Centre / Bus Lounge at Westfield. Another option discussed was for the buses to go around on Maxwell Street and let the patrons off in the car park area of Westfield under cover, this could be considered. Our overall thoughts are that our number one preference, by far, is Westfield by McDonalds.</p>	95	No	<p>20 right turn movements from Division Street into Riccarton Road. Traffic count data shows that movements are higher outside the peak hours but are less than 40 right turn movements from Riccarton Road (west) into Division Street in peak times and less than 30 right turn movements from Division Street into Riccarton Road. There are controlled crossings on each arm of the intersection to facilitate pedestrian crossing movements. Division Street will remain access Division Street from the east. Traffic from the west can access Division Street via Matipo Street, Maxwell Street and Clarence Street. Traffic heading west or east on exiting Division Street is advised to use Matipo Street and Blenheim Street.</p> <p>The lounge will be well lit, regularly cleaned and monitored by security. All other facilities for the superstop are to be considered as part of the detailed design and as part of the wider corridor proposals from Matipo Street to the west.</p> <p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling the area.</p>
217	<p>I do not support the lounge. It is far too expensive. It could be revisited once the new timetable is up and running and the use of the new bus shelters reviewed. I do support the covered bus stops however I do not agree with the proposed locations. The present locations especially the one next to the mall carpark should be retained. It is important that the bus shelters are cleaned regularly and rubbish bins provided for patrons.</p>	98	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown. There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p>
218	<p>Key reasons for opposing this plan: 1) Lack of consultation/communication by CCC on this latest proposal. What is the difference between this proposed site and the original proposed planned site at 119 Riccarton Road which was successfully objected to by building owners/local businesses/the community likely to be impacted by a bus exchange in this area? 2) Safety and security issues during the day and at night. The negative community/social impact of public bus exchange areas is well documented by objectors. 3) There are already significant vandalism issues around this area with graffiti, rubbish, car break-ins which police already struggle to resource to manage. 4) What's wrong with the existing bus stop services on Riccarton Rd in this area and why is the Crown/Council proposing to spend \$550,000 of taxpayer/ratepayer funding in building this Super Stop and paying additional funds to retain the services of contracting independent security/surveillance company to monitor? 5) This is not the central city and why is there a need for a Super Stop after 6pm at night? Doesn't the existing bus services cater for demand in this area after 6pm? 6) Removing car parks on Riccarton Rd will impact on access to local businesses. Riccarton Rd already has a lack of car parks and major traffic congestion issues. Establishing a Super Stop bus facility will do nothing to alleviate this problem and cause more issues for rate paying businesses who already contribute a significant amount to economic/environmental sustainability in the Riccarton commercial area.</p>	99	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
219	<p>Demolish Rotherams Restaurant and the Rest Rooms they are both eyesores and past their use by dates. Bring the buses from both east and west into Rotheram St and then into the parking area and exit onto Clarence St which gives them a clearer run east and west. A building could either be built before Robbies and Westfield, or do a deal with NZ post and incorporate NZ post in the exchange building which would act as a dual purpose by watching for any undesirable behaviour that goes on in these types of facilities. Another area a building could be is where Rotherams Restaurant is now. Having buses queuing up on one of the busiest roads in the city is a no brainer and will kill a lot of businesses on Riccarton Road. Shift pedestrian crossing from outside ASB to east of Rotheram Street with traffic lights that can be triggered by pedestrians or buses in coloured bus lane that would only stop traffic travelling west to allow buses to turn into Rotheram Street. Rotheram Street could be made either a one way up to the roundabout or the entrance before buses and taxis only. The exit onto Clarence Street needs a coloured bus lane for Riccarton Road right turning buses with a luminated sign on Clarence Street that warns traffic to give buses right of way and no stopping on bus lane or a bus triggered stop sign to stop traffic travelling north to allow the buses into the right turning lane for Riccarton Road. Do away with bus stops on Riccarton Road outside Post Shop and ASB and replace with time limited parking. Demolishing the rest rooms and Rotherams Restaurant gives better access for buses and vehicles to existing car parks or an area for a bus lounge. All buses enter via Rotheram Street and exit via Clarence Street. Also worth noting is that when buses pull out from the side of the road they slow down traffic movement as they merge but with this configuration they will be in the traffic flow when entering Riccarton Road.</p>	102	No	<p>Thank you for your submission. The concept of a Rotherham Street bus superstop is outside the scope of this project and will not be considered. A long-term option is to consider an off-street Interchange, however this can not be delivered within the timeframes required for this project.</p>

222	<p>Our Association lodges its strong objection to the proposed super bus stop in Riccarton Road. We have no doubt that you will receive many expressions of concern from local residents who are very worried about the effect that an unsupervised bus lounge will have on our community. Naturally we are pleased that you have invited submissions. Our concern is that you are doing this for no reason other than the fact that you think that democracy has been practised. But we suspect that you have absolutely no intention of taking any notice of local opinion on this issue. In other words, it is a fait accompli. Nevertheless we place on record our views on the proposal.</p> <p>1. Is the bus lounge necessary? We reiterate our statement that an unsupervised lounge for transients and layabouts will cause nothing but problems for our community. If the bus service is to be so efficient, why should passengers have to sit around waiting for buses? The proposal to widen the footpath will simply narrow the road way and Riccarton Road needs to be wider.</p> <p>2. If a super bus stop is needed, where should it be located? The obvious place is the existing site on the Westfield area between Kauri and Matipo Streets. We understand that negotiations between the Council and Westfield management failed; we suggest that you get some professional assistance in this matter. To place the stop in the built-up area in the vicinity of Division Street will compound problems. In conclusion, we respectfully suggest that the cost of this exercise is unjustified given the huge amount of infrastructure repairs needed in the city. It is a low priority item. Please place our views before the Council..</p>	103	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. All other facilities for the superstop are to be provided by Council and the Crown.</p> <p>The passenger lounge will be funded by Council and the Crown.</p>
221	<p>I realise a bus stop solution is required - existing situation needs fixing. Should be as original proposals with Mall land.</p>	107	No	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p>
222	<p>Proposal: THAT The Proposed Super Bus Stop as documented October 2014 Proposed Riccarton Super Stop and Passenger Waiting Lounge be REJECTED as it does not meet the needs of a person with a disability as the footpath area would become too cramped for the needs of the pedestrian and bus passenger to use effectively AND HAVE a serious negative impact on the local businesses.</p> <p>Reasons in support of the above proposal: A) The need for a new Bus Super Stop in Riccarton Road is very much recognised but from the needs of the person with a disability the proposals that were contained in the Christchurch City Councils - Proposed Riccarton Bus Super Stop dated July 2014 were a far more effective way to represent the needs of a person with a disability than what is now proposed. While the location of the proposed lounge might seem advantageous, it is still a long journey without coverage or protection to a person in a wheelchair between Riccarton Road and the Division Street Door of Westfield Mall to access the mall. a) Further, we do not believe that this plan dated October 2014 meets the requirements of the NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities which along with the requirements of the New Zealand Building Code require that all Buildings and Facilities must be Approachable, Accessible and Usable. The footpath and the approach to the Super Bus Stop would become excessively cramped as the space available outside the local shops would be reduced by the need for outside seating to be made available and installed as there is no-way that the Division Street Lounge would be able to accommodate all waiting passengers for all bus routes that pass through the busiest bus corridor in this City. Questions have to be raised about the interference with access to the businesses along Riccarton Road as they will be losing many car-parks from outside their businesses as the majority of people doing business in the area for the proposed Bus Super Stop dated October 2014.</p>	111	No	<p>The design of the passenger lounge is proposed to comply with all building codes and current best practice.</p>
223	<p>B) The July 2014 Proposal: The Proposal put forward in July 2014 to establish a Super Bus Stop outside the Westfield Car Park was the logically obvious place to have this improvement to the Christchurch City Bus System. The advantages of retaining it here are that the Buses are on the downside of the Riccarton Mall slip-lane to access the Mall from Riccarton Road. This is very significant to vehicular safety as cars will have to swing past buses that have stopped to pick up passengers and the buses that are stopped here to pick up and set down passengers at the proposed new bus stop will create a blind-side to the pedestrian who wishes to cross the slip-lane to walk down Riccarton Road. Therefore the proposed location of this super bus stop is totally unacceptable on safety grounds (outside the ODD numbered shops). a) By maintaining the outbound Riccarton Road Westfield Bus Stop in its current position it is highly advantageous to the Kauri Motel and to the Kauri Lodge where tourist and elderly people reside. To move either the inbound or outbound Bus Stop from outside or opposite these places is very unfair on the tourist industry (regarding Kauri Motel) and discriminatory to the elderly and disabled person (regarding Kauri Lodge) and is potentially a breach of the Human Rights Act 1993 (s21) which is unacceptable to us in the disability sector. b) It should also be noted that the outbound Riccarton Road Bus Stop on the Westfield Riccarton Mall side of Riccarton Road is only affected by Pedestrian Kerb Cut-Downs. No Vehicular Kerb Cut-downs interfere with this bus stop. This is a very important issue for all people with any form of disability, especially the Wheelchair user and is another reason why this bus stop should not be interfered with on the grounds of Human Rights.</p>	111	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal.</p>

224	<p>c) Riccarton Mall Issues: It would appear that a serious part of the problem to constructing the Super Bus Stop outside the Westfield Riccarton Mall is the fact that the Mall will not release to the Christchurch City Council about six car parks facing Riccarton Road unless another piece of land is exchanged for them and the Christchurch City Council is refusing to swap the land requested as part of this deal. If this is so then both the Westfield Riccarton Mall and The Christchurch City Council need to publicly explain why the receipt of the land in exchange for the car parks is so important to the Westfield Riccarton Mall and the Christchurch City Council explain why they refuse to swap the land as requested by Westfield Riccarton Mall.</p> <p>d) Proposed Footpath Width: While it appears beneficial to widen the footpath the usable and accessible area of the footpath will be affected by the placement of trees, be they new or existing trees already planted. Trees have a serious impact with regard to surface level. They lift tar seal or bricks or tiles laid and thereby interfere with the safe rights of access to the bus system for people with a disability. Any tree placements that are proposed that will interfere with the rights of access to the bus are totally opposed, which is another reason why the bus stop should remain outside Westfield Riccarton Mall. C) CONCLUSION The overall conclusion we have is that the bus stops for the Riccarton Super Bus Stop should remain outside Westfield Riccarton Mall where they are, and the land required to extend the sheltered area for the creation of the Super Bus Stop be obtained from them to create it. If this is still not possible then serious thought needs to be given as to whether or not a Super Bus Stop is possible on Riccarton Road and would it be better operated by the creation of the Super Bus Stop on Maxwell Street behind the Westfield Riccarton Mall.</p>	111	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal.</p>
225	<p>Proposal: THAT The Proposed Super Bus Stop as documented October 2014 Proposed Riccarton Super Stop and Passenger Waiting Lounge be REJECTED as it does not meet the needs of a person with a disability as the footpath area would become too cramped for the needs of the pedestrian and bus passenger to use effectively AND HAVE a serious negative impact on the local businesses.</p> <p>Reasons in support of the above proposal:</p> <p>A) The need for a new Bus Super Stop in Riccarton Road is very much recognised but from the needs of the person with a disability the proposals that were contained in the Christchurch City Councils - Proposed Riccarton Bus Super Stop dated July 2014 were a far more effective way to represent the needs of a person with a disability than what is now proposed. While the location of the proposed lounge might seem advantageous, it is still a long journey without coverage or protection to a person in a wheelchair between Riccarton Road and the Division Street Door of Westfield Mall to access the mall. a) Further, we do not believe that this plan dated October 2014 meets the requirements of the NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities which along with the requirements of the New Zealand Building Code require that all Buildings and Facilities must be Approachable, Accessible and Usable. The footpath and the approach to the Super Bus Stop would become excessively cramped as the space available outside the local shops would be reduced by the need for outside seating to be made available and installed as there is no-way that the Division Street Lounge would be able to accommodate all waiting passengers for all bus routes that pass through the busiest bus corridor in this City. Questions have to be raised about the interference with access to the businesses along Riccarton Road as they will be losing many car-parks from outside their businesses as the majority of people doing business in the area for the proposed Bus Super Stop dated October 2014.</p>	112	No	<p>The design of the passenger lounge is proposed to comply with all building codes and current best practice. There is not enough space to widen the footpath at this location , because the road width is needed for the wider bus priority project.</p>
226	<p>B) The July 2014 Proposal: The Proposal put forward in July 2014 to establish a Super Bus Stop outside the Westfield Car Park was the logically obvious place to have this improvement to the Christchurch City Bus System. The advantages of retaining it here are that the Buses are on the downside of the Riccarton Mall slip-lane to access the Mall from Riccarton Road. This is very significant to vehicular safety as cars will have to swing past buses that have stopped to pick up passengers and the buses that are stopped here to pick up and set down passengers at the proposed new bus stop will create a blind-side to the pedestrian who wishes to cross the slip-lane to walk down Riccarton Road. Therefore the proposed location of this super bus stop is totally unacceptable on safety grounds (outside the ODD numbered shops).</p> <p>a) By maintaining the outbound Riccarton Road Westfield Bus Stop in its current position it is highly advantageous to the Kauri Motel and to the Kauri Lodge where tourist and elderly people reside. To move either the inbound or outbound Bus Stop from outside or opposite these places is very unfair on the tourist industry (regarding Kauri Motel) and discriminatory to the elderly and disabled person (regarding Kauri Lodge) and is potentially a breach of the Human Rights Act 1993 (s21) which is unacceptable to us in the disability sector. b) It should also be noted that the outbound Riccarton Road Bus Stop on the Westfield Riccarton Mall side of Riccarton Road is only affected by Pedestrian Kerb Cut-Downs. No Vehicular Kerb Cut-downs interfere with this bus stop. This is a very important issue for all people with any form of disability, especially the Wheelchair user and is another reason why this bus stop should not be interfered with on the grounds of Human Rights.</p>	112	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal. Disability concerns are being considered by staff and will be addressed in detailed design.</p>

227	<p>c) Riccarton Mall Issues: It would appear that a serious part of the problem to constructing the Super Bus Stop outside the Westfield Riccarton Mall is the fact that the Mall will not release to the Christchurch City Council about six car parks facing Riccarton Road unless another piece of land is exchanged for them and the Christchurch City Council is refusing to swap the land requested as part of this deal. If this is so then both the Westfield Riccarton Mall and The Christchurch City Council need to publicly explain why the receipt of the land in exchange for the car parks is so important to the Westfield Riccarton Mall and the Christchurch City Council explain why they refuse to swap the land as requested by Westfield Riccarton Mall.</p> <p>d) Proposed Footpath Width: While it appears beneficial to widen the footpath the usable and accessible area of the footpath will be affected by the placement of trees, be they new or existing trees already planted. Trees have a serious impact with regard to surface level. They lift tar seal or bricks or tiles laid and thereby interfere with the safe rights of access to the bus system for people with a disability. Any tree placements that are proposed that will interfere with the rights of access to the bus are totally opposed, which is another reason why the bus stop should remain outside Westfield Riccarton Mall. C) CONCLUSION The overall conclusion we have is that the bus stops for the Riccarton Super Bus Stop should remain outside Westfield Riccarton Mall where they are, and the land required to extend the sheltered area for the creation of the Super Bus Stop be obtained from them to create it. If this is still not possible then serious thought needs to be given as to whether or not a Super Bus Stop is possible on Riccarton Road and would it be better operated by the creation of the Super Bus Stop on Maxwell Street behind the Westfield Riccarton Mall.</p>	112	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal.</p>
228	<p>This proposal, another in several, appears to be an act of desperation to put the lounge and bus stops somewhere in response to external political pressure. That somewhere should be where they are at present and negotiations with Westfield should be reopened and use made of professional negotiators with appropriate legal background. To waste money on a third or even fourth choice simply for expediency is poor decision making. The taxpayer and rate payers who are funding this have a right to demand that best choices are made.</p> <p>The whole proposal is based around the dubious supposition that it will help ease traffic congestion and encourage people to use the higher quality facilities offered. There is no evidence for this. The bulk of those on the buses and waiting at the Mall bus stops are young people who frequent the Mall complex in large numbers for social reasons. Older Mall patrons travel by car as the bulk of Christchurch people do. This is my experience of living in the area and observing the patterns of behaviour over the years. Genuine shoppers use vehicles. The congestion on Riccarton Road and other roads is a result of allowing a complex such as Westfield Mall to expand as it has with little thought for the consequences. The area is surrounded by schools and the University. On top of this the earthquakes have changed the demography of Christchurch regarding work places and the roads now carry workers' traffic from all over the city. The result is the increased traffic density in the whole area. Widening the footpath on the south side is not going to help traffic flow.</p>	122	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p> <p>The provisions for an improved waiting facility on the north side is being investigated further.</p> <p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p>
229	<p>It is very unlikely people's attitudes regarding the motor vehicle will change anytime soon or that the commercial development in the general area will cease, so that the the premise that the proposal and subsequent ideas will ease the traffic situation is not well founded. In fact way back in 1996 an independent traffic management report concluded that there was no major benefit in establishing priority bus lanes. Things are a lot worse now. The concept of a comfortable waiting area is be lauded. However given the clientele it is no wonder the local business people have serious concerns regarding the behaviour in the lounge and subsequent consequences for the businesses in the immediate vicinity. I doubt if older patrons would be encouraged to use it.</p> <p>The proposal is really all about Westfield Mall patrons. Thus it would appear the Riccarton Road businesses are to suffer for no gain but only pain to assist Westfield Mall patrons. Another reason why the clear cut an obvious choice for the bus exchange should be around where the stops are at present outside the Mall.</p> <p>2. Well Being/Health and Safety I can hardly see having up to 4 diesel buses belching fumes into the Riccarton Road businesses whilst standing at the proposed bus stops is conducive to the well being and health of the staff and customers, and those walking along the road. Unlike the current Mall stops which are in a wider stretch of road and in open air space, the proposed areas are confined with the overhangs from the shops. The proposed stop for inbound buses outside the former AMI building (opposite the current AMI building and Scorpios) on the north side of Riccarton Road will be awkward for older passengers and those with a disability since it is a hike in a congested area to get to the Mall. Providing good access in these cases is a requirement under various Human Rights legislation.</p>	122	No	<p>The provisions for an improved waiting facility on the north side is being investigated further.</p> <p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area.</p>

230	<p>CONCLUSION Obviously ECan is trying to generate more bus usage. We do not believe that an unsupervised bus lounge will contribute to the safety of the area. Also the cost of the lounge - establishment and maintenance - although met by central government and ratepayers could be better used for other more pressing causes. If a bus lounge is really needed, I believe the only acceptable venue is where the bus shelters are currently situated - on Westfield's car park fringe. I am firmly of the view that the Council should re-open its negotiations with Westfield with the appropriate qualified personnel. The contention that this and other indicated proposals will help solve the areas' traffic problems is not well founded more especially since the problems have grown significantly for a variety of reasons and may well be out of hand unless there is a major attitude change on the part of the public. I am, like many of my neighbours, worried that Kauri/Rata/Rimu Streets may end up a third lane for Riccarton Road. There are already times when the traffic flow is fast and furious as motorists race to bypass Riccarton Road. These streets were subject to narrowing, road calming, and considerable landscaping and should not be considered main roads. So I trust any plans for these streets consider potential side effects. I support the Riccarton Business Association in opposing the proposal since I believe this is detrimental to the businesses on Riccarton Road. PS No mention has been made of the the existing bus stops by the ANZ Bank, opposite Rotherham Street, and the ones outside the Mall. I would surmise the one opposite Rotherham Street adjacent to the ASB Bank would no longer be required in respect of the current proposed north side super stop, but would that mean retaining the north side stop opposite the Mall? This would be in keeping with the current situation.</p>	122	No	<p>It is proposed to consolidate bus stops in Riccarton to one central bus stop</p>
231	<p>I am totally opposed to this proposed plan. It is even more illjudged than the previous proposal, causing:</p> <ul style="list-style-type: none"> - Increased congestion at an already congested part of Riccarton Rd. - Increased dirt and pollution from the buses idling at the bus stop and being unable to move back into the traffic. - Increased noise and nuisance from loiterers using the lounge and more litter and graffiti affecting businesses. - Loss of parking and traffic nuisance from making Kauri St one way from Riccarton Rd. - Bus passengers will not use the lounge when they feel unsafe because of 'undesirables' using it. - As passengers have already walked to the bus stop they are prepared for weather conditions - they just need a decent shelter so extend the current shelters and arch the roof over the pavement - much more cost effective!! - Why buy expensive real estate that should be kept as retail and that enhances Riccarton Rd as a retail experience! 	139	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p> <p>The recommended changes to the Riccarton Road/Kauri Street intersection are proposed to improve traffic flows and reduce delays for public transport. Following consultation, it is proposed to re-instate the left turn movement from Kauri Street, but to restrict right turn movements into and out of Kauri Street. This is to ensure that right turning vehicles do not impede through movements at the same location as the on-road bus stop where buses are pulling away from the stop. Delays could lead to preceding vehicles attempting to use the bus stop to go around drivers waiting to turn right when a bus is ready to leave the stop. Following consultation, it is proposed to retain parallel parking on the east side of Kauri Street.</p>
232	<ol style="list-style-type: none"> 1. We do not believe a "super stop" is necessary. 2. It is too costly given the damage to infrastructure which is awaiting repair. 3. A bus lounge will be a home for hoodlums. 4. Riccarton Road is not an exclusive bus lane; it is not wide enough. 5. The bus stops should remain outside Westfield. 6. If a bus lounge is required in the future, get a professional to negotiate with Westfield. 	141	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>

233	<p>As a property owner we have attended all meetings regarding the various location of the bus stop. The present Division St proposal has met with total disapproval from local businesses and general public as we witnessed at Wednesday evenings meeting. I have also canvassed other business and property owners and they all have the same view. I could write a lengthy submission outlining various issues, but in general the attachment written by a fellow property owner describes the situation adequately. Everyone agrees that the present Westfield site is the best and we urge the Council to start negotiations with them again to come to an agreement. The present proposal is not acceptable in any way and never will be, Surely Council staff can see that there are many flaws with the new site and need to rethink its location.</p> <p>Bus Lounge Riccarton Rd Address to Riccarton Wigram Community Board</p> <p>I would like to address the Bus Lounge concept for Riccarton Rd. According to this proposal, the Lounge will ease traffic congestion and encourage people to use the quality facilities. I propose that in fact, it will be exacerbate current problems. There are three aspect to this concept that I would like to address 1. The Practical 2. The Financial 3. Health and Environment</p> <p>Practical This is the third attempt to locate the Bus Lounge and probably the most ill conceived of all. It is more of a case of where else can we put it. Lets be honest it's a bus stop with a roof on it. The latest figures I saw were that 32% of all Christchurch shoppers shop at Riccarton Mall. That is why the most used bus stop in Riccarton is located there. Buses currently pull into an area recessed off Riccarton Rd; the new proposal moves it to a narrower part of Riccarton Rd. If the proposed bus stop goes ahead the existing land use will revert back to Westfields. If the new lounge concept doesn't work there may be no going back. Riccarton has undergone a renaissance since the earthquake Cafe bars, restaurants and a higher standard of retailing, we are looking at nearly 100% occupancy rate of retail space. This proposal will do nothing to enhance the shopping experience in fact it will be detrimental. The lounge will not be staffed and will become a hangout for undesirables in the community and a daytime dos house for the home less. It will not be an area conducive for elderly bus patrons.</p>	237	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
234	<p>Financial All projected need to be financially viable This lounge will cost half a million dollars to set up and \$3,500 a week to operate. In three years it will cost 1 million dollars. If ain't broke why fix it Recently the council announced it was running out of money to repair earthquake-damaged roads. Whether it rate payers or tax payers money surely this money could be spent in parts of Christchurch were it is actually needed.</p> <p>Health and Environmental The bus stop on the north side has no lounge; this means the footpath is going to be crowded. If they are not standing on the footpath they are leaning on shop fronts. Etching and graffiti are problems associated with super stops. And based on previous experience from retailers we can expect surprise in the morning such as vomit, urine cigarette butts and even faeces. Where the bus stops are currently located it is in relatively open space. The new location proposes the two bus stops are in a confined area, canyon-type effect There us already pollution in Riccarton Road, we know we clean it off our windows every day Up to four buses idling in a confined area is of a concern-they will be pouring clouds of diesel fumes onto pedestrians and shop workers There is also the problem of noise pollution so close to the footpath and reverberating so close to shop frontages Riccarton shopping area needs a vision, a common purpose that fulfills the needs of both residents and businesses together We need leadership and a current goal not a series of ad hock proposals that address only the needs of a self-interested bus transport committee. I ask that the community board seriously consider out proposal to the lounge and vote accordingly</p>	237	No	<p>There is insufficient space to provide for the superstop at the Mc Donalds end within the current road corridor , and</p> <p>The recommended changes to the Riccarton Road/Division Street intersection are proposed to improve traffic flow transport corridor and minor arterial in the Christchurch Transport Strategic Plan. The removal of the right turning</p> <p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling</p>
235	<p>It's the biggest load of rubbish I've heard of. I know no notice will be taken - I commented on stupid change of routes but I know you don't give a damn about anyone with no car- and 70 yrs old as well. Thanks for absolutely nothing.</p>	245	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>
236	<p>I would like to register my objection to the proposal to have a new bus terminal on Riccarton Road. The existing system works really well - and with the frequency of the buses who will have time to sit in a lounge, apart from noisy teenagers and layabouts. - We certainly do not need yet another cafe in Riccarton - there is enough litter and vomit on the footpaths already. If the condition and the behaviour of the some of the users of the city terminal is any indication what we can expect from this new facility we can do without it.</p>	250	No	<p>A passenger lounge is required in Riccarton as more than 2800 passengers board at bus stops between Matipo and Kauri Streets, making Riccarton Road the busiest bus corridor in Christchurch. Environment Canterbury consulted on major changes to the bus network earlier this year. The public told ECan that they wanted buses to go through Riccarton Road because they want to get to the shops and other services. The current bus stops have limited shelter and seating, and poor pedestrian space and crossings for the numerous people who use them daily. Riccarton Road, designated as a core public transport route in the overall Christchurch Transport Strategic Plan, is a very busy road and has the highest number of bus passenger trips of any road in Christchurch. We expect that by giving buses more space to stop and offering passengers a pleasant waiting lounge, we will encourage more people to use buses and thereby reduce road congestion. More buses mean fewer cars, although in the short-term there will be no increases in the number of buses that use Riccarton Road. The lounge will be well lit, regularly cleaned and monitored by security. The passenger lounge will be funded by Council and the Crown.</p>

237	<p>I am most concerned about the proposed bus lounge on Riccarton Road. I fully understand that Riccarton Road is an important corridor but having a lounge there is going to increase the amount of people milling about and in general hanging about. People will congregate in the lounge and that is when trouble will begin. With the Lounge on one side of the street you are going to have people trying to cross over the street to get to the bus stops on the other side. People will not walk to designated crossings if they can try and cross the street directly to a bus stop. At the moment the bus stops up Riccarton Road by the Mall are a problem with people trying to cross the road and when driving along Riccarton Road you have to be very aware of people standing in the middle of the road or even coming out in front of the buses.</p> <p>What about the businesses that are by the proposed bus lounge do that want people milling about in front of their shops? I very much doubt it. The cost of this Lounge is enormous and then the running costs on top of that will be an ongoing cost. I am sure that these funds could be better used elsewhere. I am sure that there are better solutions to this and do realize that there was discussions with Riccarton Mall and the council but it reached an impasse.</p>	251	No	<p>The lounge will be well lit, regularly cleaned and monitored by security. The provisions for an improved waiting facility on the north side is being investigated further. The security and safety issues including the need for a 'safe haven' both day and night are being investigated taking into account the feedback and concerns of bus users and businesses as part of the detailed design. The lounge will be well lit, regularly cleaned and monitored by security. CPTED principles will apply.</p> <p>Overall, a mixture of off-site security guards and on-site CCTV cameras is proposed, with security guards patrolling the area regularly. The guards are to have a direct line of communication to the police and central station. A panic button and phone line is also proposed for waiting passengers to use in the event of an emergency or security issue. The open and closure of the building is likely to be undertaken by security guards or café operators, this arrangement is to be confirmed through design and consenting.</p>
238	<p>My thoughts are... if there is to be a lounge it should be manned by personnel that can both cope with cleaning aspects but also any hooligan type behavior as these types of areas can fast become dirty and unsafe if personnel "in authority" is not present.</p> <p>I cannot see why "with further negotiation" that an elongated lounge / shelter be erected where the bus stop is at present. It does not impede on any other foot traffic in that area other than bus patrons and maybe a few pedestrians not using the bus. I did send these thoughts to Deb Rowley but I realise I made a small error with my left and rights... (always been my problem)</p>	252	No	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area. The lounge will be well lit, regularly cleaned and monitored by security. All other facilities for the superstop are to be considered under the detailed design. The provision of cycle parking will be considered as part of the detailed design and as part of the wider corridor proposals from Matipo Street to Deans Avenue. There is not enough road width to widen the footpaths in this location, owing to the requirements of the wider bus priority project. The security and safety issues including the need for a 'safe haven' both day and night are being investigated taking into account the feedback and concerns of bus users and businesses as part of the detailed design. CPTED principles will apply.</p>
239	<p>I live in Riccarton near the proposed new bus lounge. I also work in Riccarton mall. I walk to work and home again. Since the opening of the Fox and ferrat I have had to be cautious when walking home on a late night. With this new unmaned bus lounge I will now have to be even more aware as anyone could be in there watching for a lone victim. Not so many years ago we had a rapist in riccarton. I don't recall if he was ever caught. Some of the late nights in the near future will be midnight. I do not have the luxury of having transport and even if I did the staff car park is a full block away and then a lift up to the 3rd floor. The mall does not supply any security to walk staff to their cars. Please re consider the placing of this lounge and the lack of security in it.</p>	253	No	<p>The lounge will be well lit, regularly cleaned and monitored by security.</p>
240	<p>I do not support the proposed super stop & passenger waiting lounge at Division Street as it will definitely have impact on my home/family as we reside in the area where this proposal is planned. Riccarton Road is extremely congested already without this bus lounge. We have lived in Riccarton for the last 30 years & caught the buses outside westfield shopping mall without this lounge. It would allow young people to congregate & definitely will be a problem with noise & undesirable behaviour. In addition the health & safety aspects of bus fumes, taffic congestion If a bus lounge is favoured the best position would be where the bus stops are currently outside westfield mall. My preference would be no bus lounge at all in this area. I utilise the bus service outside westfield & do not believe a bus lounge is necessary - keep it in the city not in residential. Please consider my submission.</p>	256	No	<p>There is insufficient space to provide for the superstop within the current road corridor at that location, and an agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area. The lounge will be well lit, regularly cleaned and monitored by security.</p>
241	<p>My name is XXXX for the last eight years I have been the proprietor of a sewing shop located at 98 Division Street called Art of Sewing. It is well to start with the fact that there is general recognition that a facility of this type is required in the Riccarton area. The matter at hand is the location of such a facility.</p> <p>Of concern is the number of issues that such a facility creates depending on its placement. The first point I wish to raise is that such a facility is a vital part of the city and it appears that two of the last three proposals have been based on the availability of vacant retail space. And while this could be considered a good use of resources the plain fact is that the 2800 people boarding busses each day between Matipo st and Kauri street are not doing so to visit my store but I submit to visit the what was when it was created the largest shopping mall in the South Island. While there is no legal requirement for Westfield to provide a bus facility I believe there is a moral imperative for Westfield to work with council to produce a better solution as was mooted with the last proposal given.</p>	257	No	<p>An agreement with Westfield could not be reached over the use of their land to provide for a larger waiting area hence the reason for this latest proposal.</p>
Bus priority query		ID		
242	<p>Any chance of adding bus lanes?</p>	42	Yes	<p>Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.</p>
243	<p>But the proposed high frequency bus network's effectiveness will be limited unless and until dedicated bus lanes operate on Riccarton Road from 7am to 7pm seven days a week.</p>	80	Yes	<p>Thank you for your submission and support. Additional measures that support improvements to bus journey time reliability are being considered as part of the wider proposals for the Riccarton Road corridor from Matipo Street to Deans Avenue.</p>

**Christchurch City Council
Operations Group**

Memorandum

Date: 27 November 2014

From: PHILIP BASHER, TRANSPORT POLICY ENGINEER

To: INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE

cc: Lucy Halsall – Committee Adviser (for distribution)

Attachments: None

**RICCARTON PUBLIC TRANSPORT HUB PROPOSED BUS STOP
STREET WORKS UPDATE**

Purpose of this Memo

To advise the Infrastructure, Transport and Environment Committee of the Riccarton / Wigram Community Board's recommendation for the Riccarton Public Transport Hub Street Works Report from the extraordinary meeting on 25 November.

Background

There are two reports on the Riccarton Public Transport Hub for consideration by the Committee namely:

1. Riccarton Public Transport Hub Super Stop and Waiting Lounge – Consultation and Street Works (Open Agenda)
2. Riccarton Public Transport Hub Waiting Lounge Update (Public Excluded Agenda)

The Riccarton Wigram Community Board was asked to review a report comparable to number 1 above with the same Staff recommendation. This memorandum outlines the Board's recommendation to the Council which will be considered by the Council at the 11 December meeting.

Information Requested:

6. BOARD RECOMMENDATION

That the Riccarton/Wigram Community Board supports the Westfield site in both the short and long term and recommends that negotiations with Westfield commence with urgency and that this be referred to the Infrastructure, Transport and Environment Committee. If further negotiations fail, then the Board recommend that the Council:

- 6.1 Notes the findings of the consultation process on the proposal to lease 123/125 Riccarton Road as a passenger waiting lounge, and the proposed changes to the bus stops and parking on both kerbs of Riccarton Road between Kauri Street and Rimu Street.
- 6.2 Approve that all traffic controls including traffic signals at the intersection of Division Street and Riccarton Road be revoked.

New intersection – Division Street/Riccarton Road – Traffic Control

- 6.3 Approve that the intersection of Division Street and Riccarton Road, be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Figure 2.
- 6.4 Approve that the right turn movement from the west approach of Riccarton Road at its intersection with Division Street is prohibited.
- 6.5 Approve that the right turn movement from Division Street at its intersection with Riccarton Road is prohibited.

Intersection – Kauri Street/Riccarton Road

- 6.6 Approve that the right turn movement from the east approach of Riccarton Road at its intersection with Kauri Street is prohibited **and that this change be reviewed after nine months.**
- 6.7 Approve that the right turn movement from Kauri Street at its intersection with Riccarton Road is prohibited **and that this change be reviewed after nine months.**

Existing Riccarton Road

- 6.8 Approve that all parking and stopping restrictions on the north side of Riccarton Road from its intersection with Kauri Street to its intersection with Rimu Street be revoked. **Further that the Christchurch City Council look into allocating designated car parks on CCC land at the rear of the affected shops on the north side of Riccarton Road to replace the car parks lost by the relocation of the inbound bus stop, for example Pauls Camera Shop.**
- 6.9 Approve that all parking and stopping restrictions on the south side of Riccarton Road from its intersection with Division Street to its intersection with Matipo Street be revoked.

Proposed Riccarton Road – North Side

- 6.10 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at the intersection with Kauri Street, and extending in an easterly direction for a distance of 13 metres.
- 6.11 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Riccarton Road commencing at point 13 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 57 metres.
- 6.12 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 70 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 42 metres.

- 6.13 Approve that a Bus Stop be created on the north side of Riccarton Road commencing at point 112 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 59 metres. **Further that the Christchurch City Council look into allocating designated car parks on CCC land at the rear of the affected shops on the north side of Riccarton Road to replace the car parks lost by the relocation of the inbound bus stop, for example Pauls Camera Shop.**
- 6.14 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 171 metres east of its intersection with Kauri Street, and extending in an easterly direction for a distance of 12 metres.

Proposed Riccarton Road – South Side

- 6.15 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Matipo Street and extending in an easterly direction for a distance of 175 metres.
- 6.16 Approve that a Bus Stop be created on the south side of Riccarton Road commencing at point 175 metres east of its intersection with Matipo Street, and extending in an easterly direction for a distance of 59 metres.
- 6.17 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 234 metres east of its intersection with Matipo Street, and extending in an easterly direction for a distance of 16 metres.
- 6.18 Approve a **temporary** special vehicle lane for the use of westbound buses be established on the south side of Riccarton Road against the kerb, commencing at the intersection of Matipo Street, and extending in a easterly direction for a distance of 75 metres **pending the Council's decision on the matter of bus priority measures on Riccarton Road.** This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Traffic and Parking bylaw 2008.

General

- 6.19 That the Riccarton/Wigram Community Board seeks to make a deputation to the Infrastructure Transport and Environment Committee and/or the Council regarding the future site options for the Riccarton Public Transport Hub Waiting Lounge.**

The bold text represents the Board's changes and additions to the original Staff recommendation.


Conclusion:

That the Infrastructure, Transport and Environment Committee notes the Riccarton/Wigram Community Board's recommendation to the Council.



Philip Basher
TRANSPORT POLICY ENGINEER

Approval:

Name	Position	Signature	Date
Chris Gregory	Unit Manager Assets and Networks		27 November 2014

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE – 4. 12. 2014

5. TREES AND HEALTH ISSUES

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Shane Moohan, City Arborist	Y	DDI 941 8030

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report is at the request of the Infrastructure, Transport and Environment Committee in response to a report from the Chairperson of the Tree Policy Working Party, Paula Smith.
- 1.2 The purpose of the report is to recommend that, pending adoption of the Draft Tree Policy and recognising that this will not be presented to the Council for adoption until mid 2015, the Infrastructure, Transport and Environment Committee recommend to the Council that the Council urgently adopts an Interim Policy and procedures giving guidance to staff and Community Boards as to how they are to proceed with requests to remove structurally sound and healthy trees when the applicant(s) has cited health as the reason for the request.

2. EXECUTIVE SUMMARY

- 2.1 On 23 September 2014 the Chairperson of the Tree Policy Working Party submitted a report to the Environment Committee regarding applications from residents to remove Council owned trees citing health reasons with the following recommendations:

“That the Environmental Committee recommend to the Council:

That Council owned, and otherwise healthy trees, may be removed and replaced in exceptional and very rare circumstances, where there is clear, factual and compelling evidence put before the relevant Community Board that the tree is the cause of serious health issues to the applicant(s) or their family to enable the Board to make a safe, secure and informed decision in those specific circumstances.

That in these rare and specific circumstances the costs of removal and replacement of such trees be funded from operational budgets.

That the Chief Executive be asked to ensure that all pending and future reports to Community Boards and the Council relating to tree removal requests contain the minimum information as follows:

1. *Arboricultural information provided should include the results of the survey/community consultation together with information about the value of the tree to the community, including such matters as ecosystem services, urban landscape and cultural values.*
2. *In addition for those requests citing health issues as the reason for the request that the additional information as follows be included:*
 - *Up-to-date advice from the Medical Officer of Health;*
 - *A map showing the location of trees of allergy causing species in the vicinity on council land and, wherever possible, on adjacent private land;*
 - *A pollen dispersal calendar;*
 - *Any other factual health-related information which may help the board make a sound evidence-based decision including specific immunology expert evidence from the applicant.”*

5 Cont'd

2.2 On 23 September 2014 the Committee decided:

To thank the Chair and Working Party for the work it has completed on the Draft Tree Policy and request that staff prepare a report covering the matters raised for discussion by the Infrastructure, Transport and Environment Committee, which replaces the Environmental Committee under the new structure.

That the staff report include information on point 6 of the memo tabled by Paula Smith, Chair of the Tree Policy Working Party, as detailed below:

“Where a person’s health is the reason given for an application to remove a healthy tree the Tree Policy Working Party considers additional information is required. For example, if the health reason given is an allergy, it is suggested the formal reports to Boards should contain:

- *Up-to-date advice from the medical officer of health;*
- *A map showing the location of trees of allergy causing species in the vicinity on council land and, wherever possible, on adjacent private land;*
- *A pollen dispersal calendar;*
- *Any other factual health-related information which may help the board make a sound evidence-based decision.”*

3. BACKGROUND

3.1 Between October 2008 and September 2010 a working party comprising of staff and representatives from each Community Board met to discuss and write a city wide Draft Tree Policy.

3.2 The Policy is required to:

3.2.1 Clarify understanding around proposed changes to the tree delegations;

3.2.2 Clarify staff and Community Board roles in tree maintenance (i.e. business as usual versus pruning for views or shade or light and cost recovery with pruning for views or shade or light);

3.2.3 Clarify staff and Community Board roles in tree planting and removals and cost recovery with tree removal and replacement planting;

3.2.4 Consider the application of STEM (Standard Tree Evaluation Method) in its application to tree maintenance and removal decision making;

3.2.5 Recommend any changes to existing delegations or the implementation of a Tree Policy following on from discussions over the above.

3.3 The Draft Tree Policy was due to be considered by the Council in September 2010 and March 2011 however due to the earthquakes was left to ‘lie on the table’.

3.4 To date no policy has ever been formalised.

3.5 Earlier this year it was agreed that the Working Party should reconvene to support staff and the Council in bringing this matter to a conclusion. A new revised Draft Tree Policy was prepared by staff prior to the first Working Party meeting.

3.6 At its meeting of 28 July 2014 the Working Party was advised by the Chairperson of the Fendalton/Waimairi Community Board of a large number of requests for the removal of Council owned trees in parks and streets where residents were citing health issues as the reason for their request. Representatives from the Shirley/Papanui, Riccarton/Wigram and Spreydon/Heathcote Community Boards advised of similar requests.

5 Cont'd

- 3.7 The Working Party was advised that the Fendalton/Waimairi Community Board had taken the unusual step of placing all applications on hold as it did not consider that it had sufficient information to make a robust decision, and it did not wish to open the Council to significant organisational risk and precedent potentially affecting all silver birch trees city wide (refer **Attachment 1**).
- 3.8 Among the Fendalton/Waimairi Community Board's concerns were:
- 3.8.1 There is no approved Council Tree Policy to inform the decision making of the Board;
- 3.8.2 There is no approved Council policy regarding allergic reactions to trees, grasses or other vegetation, including silver birches;
- 3.8.3 Reports mention a workshop in 2007. To date, seven years later, no firm policy exists;
- 3.8.4 Staff further quote "a Council direction from a seminar in 2007". Seminars have no decision making powers, and this paragraph is both misleading and offers no Christchurch City Council policy context for the Board to make a 'safe' decision;
- 3.8.5 No public consultation was undertaken as is usual for such matters;
- 3.8.6 The four reports encompassed up to 50 trees directly, and many more indirectly;
- 3.8.7 The reports are based on the principal of 'user pays' which is not formal policy;
- 3.8.8 Approval of any/all of the removals could potentially be seen by the public (and media) as inequitable and may generate comments such as "only the affluent can be healthy" or "if you have money you can have the trees you like".
- 3.9 As a result of those discussions a report was submitted to the Environmental Committee with the following recommendations:

"That the Environmental Committee recommend to the Council:

That Council owned, and otherwise healthy trees, may be removed and replaced in exceptional and very rare circumstances, where there is clear, factual and compelling evidence put before the relevant Community Board that the tree is the cause of serious health issues to the applicant(s) or their family to enable the Board to make a safe, secure and informed decision in those specific circumstances.

That in these rare and specific circumstances the costs of removal and replacement of such trees be funded from operational budgets.

That the Chief Executive be asked to ensure that all pending and future reports to Community Boards and the Council relating to tree removal requests contain the minimum information as follows:

1. *Arboricultural information provided should include the results of the survey/community consultation together with information about the value of the tree to the community, including such matters as ecosystem services, urban landscape and cultural values.*
2. *In addition for those requests citing health issues as the reason for the request that the additional information as follows be included:*
 - *Up-to-date advice from the Medical Officer of Health;*
 - *A map showing the location of trees of allergy causing species in the vicinity on Council land and, wherever possible, on adjacent private land;*

5 Cont'd

- *A pollen dispersal calendar;*
- *Any other factual health-related information which may help the board make a sound evidence-based decision."*

4. COMMENT

- 4.1 The "direction" referred to by the Fendalton/Waimairi Community Board was given to staff in a Council workshop in August 2007 when the Councillors discussed the removal of trees for allergen reasons.
- 4.2 The "direction" given to staff at the seminar was:
- "There is to be no city-wide removal and replacement of silver birches for supposed health associations. The removal of Silver Birches or similar, are to be evaluated on a case by case basis and only to be removed for tree health and safety reasons, with them being replaced by another tree species."*
- 4.3 As a result of this "direction" all requests to remove trees for "supposed health associations" are placed before the respective Community Boards for their consideration.
- 4.4 The "user pays" recommendations contained in the staff reports are based on Council approved road and park Activity Management Plans.
- 4.5 Rates funded tree maintenance is explained as:
- 4.5.1 "Programmed maintenance is undertaken to maintain safety for road users (including vehicles) and adjacent residents, uninterrupted supply of electricity, tree health and amenity values. Programmed maintenance includes: overhead services clearance, removal of dead/dying/diseased branches, branches obstructing walkways/cycle ways/roads, other pruning to maintain health and structural integrity of the trees, formative pruning, establishment maintenance".
- 4.6 Tree removals and replacements are explained as:
- 4.6.1 "The renewal and replacement schedule is:
- Trees – Actual on condition, safety, earth quake requirements, aesthetics, physical damage caused by roots, cost effectiveness/whole of life costs".
- 4.7 "Safety" does not include removal for nuisance factors such as shade, debris, health associations.
- 4.8 There is some subjective wording contained within the Working Party's recommendation:
- 4.8.1 "Exceptional and very rare circumstances";
- 4.8.2 "Compelling evidence";
- 4.8.3 "Serious health issues";
- 4.8.4 "Rare and specific circumstances";
- 4.8.5 "Up-to-date advice from the Medical Officer of Health".
- 4.9 Criteria need to be developed in order for Elected Members and members of the public to be clear on what information is required under the Policy in order for any request citing health reasons to be considered by staff, Community Boards or the Council.

5 Cont'd

- 4.10 The Working Party recognised that health issues raised by applicants may be varied and not limited to possible allergic reactions. The Working Party also noted that there are many and diverse causes of allergic reactions and that more formal information is needed to enable any effective and informed decision to be made.
- 4.11 The Working Party considered that “serious health issues” did not include the normal allergen symptoms (i.e. “itchy and runny noses, sneezing, itchy and watery eyes, tickly and scratchy throat”) (Annual Pollen Calendar, refer **Attachment 2**).
- 4.12 Many requests will cite silver birch as the cause of the allergy however the actual pollen is in the air for a limited time annually (October to mid November) which limits peoples’ exposure to the pollen and length of time affected by it. Many allergen reactions may well be triggered by other forms of pollen but due to the visibility of the birch seeds most sufferers will mistake this for the pollen and believe that this is the cause of their discomfort.
- 4.13 There is a range of vegetation with allergenic pollens in the air at the same time as silver birch pollen (Annual Pollen Calendar, refer **Attachment 2**):
- 4.13.1 Trees such as macrocarpa, pine, willow, poplar, oak, native beech, elm, maple, plane, walnut, mulberry, native podocarps (e.g. rimu), eucalyptus and native milkwood;
- 4.13.2 Shrubs such as gorse and native coprosma;
- 4.13.3 Weeds such as plantain, nettles, dock and sorrel;
- 4.13.4 Grasses such as cocksfoot, Yorkshire fog, ryegrass, tall fescue, meadow foxtail and sweet vernal.
- 4.14 In February 2010 a Canterbury District Health Board Clinical Immunologist advised the following:
- “When it comes to intervention the main problem is that the lack of research in this area, so it comes down to theorising. Obviously if there were no birch trees in NZ no-one would become allergic to them (assuming no immigration/emigration) - what is unclear is how many would then become allergic to something else, and whether their symptoms would be more or less severe. This scenario is also obviously entirely theoretical, and once you move to an actual practical situation things become even more complex. I think, however, that the arguments about selecting new trees for planting based on allergenicity are probably stronger in scientific terms than the arguments for removing existing plantings.”*
- 4.15 In 2013 the following advice was received by the Medical Officer of Health:
- “Removal of silver birch trees across all council property is unlikely to reduce allergic reactions (irrespective of the current incidence of the problem) for the following reasons:*
1. *Allergic reactions can be prompted by a very small amount of pollen, which widely disperses.*
 2. *Many silver birch trees are on private land.*
 3. *Grass pollens cause far more allergic reactions than silver birch”.*
- 4.16 The following information requested by the Working Party can be readily provided in staff reports:
- 4.16.1 Results of community consultation;

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE – 4. 12. 2014

5 Cont'd

- 4.16.2 The significance of the tree to the community can be assessed using the Council's modified version of the Standard Tree Evaluation Method which is currently being used to assess privately owned protected trees for the District Plan Review;
- 4.16.3 Maps showing the location of allergy causing species can be produced from Webmap;
- 4.16.4 An Annual Pollen Calendar is available on the internet (refer **Attachment 2**).
- 4.17 The Medical Officer of Health will need to be contacted to determine what advice can be provided, whether that advice can be general or is better on a case by case basis, and whether or not the Council can make case by case advice public. Sensitive information can be considered by a Community Board in a Public Excluded session.
- 4.18 Whether or not the information requested by the Working Party is contained within a staff report the Chief Operating Officer has advised (refer **Attachment 3**) that there is nothing precluding the Community Boards deciding to:
 - 4.18.1 Refer the matter directly to the Council;
 - 4.18.2 Recommending to the Council that the tree be removed or that it not be removed;
 - 4.18.3 Deferring any decision on requests for removal of silver birch trees where there are no issues with that particular tree until such time as the new Tree Policy is adopted.

5. FINANCIAL IMPLICATIONS

- 5.1 There are approximately 4,816 Council owned silver birch trees in the city. It is not known how many silver birch trees are on non Council owned land.
- 5.2 Since the silver birches in Rugby Street were removed in January 2013 the Council has received a further seven requests to remove silver birches. These requests involve approximately 100 trees directly and, potentially, many more indirectly e.g. a petition has been received requesting that the 39 silver birches in Rempstone Drive be removed. Removing silver birches in Rempstone Drive would likely trigger requests to remove silver birches in surrounding streets (i.e. Astor and Brigham Streets) as well as other areas of the city.
- 5.3 The cost to replace the silver birches in Rempstone Drive is estimated at \$70,000 (including consultation and landscape plans).
- 5.4 The average cost to remove and replace a medium to large sized tree is \$1,245 (most silver birches will fall within this size range). This includes removal of the tree and stump, supply and planting of the replacement tree and three years establishment maintenance (watering, mulching, etc).
- 5.5 The cost to proactively replace all the Council's silver birch trees is estimated to be in the region of \$6 million.
- 5.6 The cost of public consultation varies dependant on circumstances e.g. a single tree in a street may cost around \$300 as the extent of consultation would be limited to those who are immediately affected by its removal (say up to 10 properties), whereas multiple trees in a long street would cost thousands.
- 5.7 At present where the reason for removal (or pruning) of the tree does not align to the Council approved Activity Management Plans for Road Network, Garden and Heritage Parks, Sports Parks, Cemeteries and Local Parks (e.g. health associations), the staff recommendation to the Community Board is that the unbudgeted costs are met by the applicant(s).

5 Cont'd

- 5.8 Should the Council fund tree replacement when health is cited as the reason an increase in street and park tree renewals in the Long Term Plan will be required.
- 5.9 Should a Policy that allows replacement of trees where health is cited as the reason be adopted there is the potential that, once it becomes public knowledge, 'the flood gates' will open and the Council receive numerous requests to replace trees for health reasons (mostly silver birch).
- 5.10 While it is unknown how many requests will be received and qualify for approval under such a Policy, an estimate is that up to 30 percent of requests received may be approved. Each request will involve one or more trees.
- 5.11 The cost to remove and replace a tree is funded from existing tree renewals Capex budgets (including the costs for consultation).
- 5.12 The cost to remove a tree and not replace it is funded from existing tree Opex budgets (including the costs for consultation).
- 5.13 The cost for staff to supply the information (with the exception of undertaking and collating the results of consultation) outlined in 4.16 is nominal.
- 5.14 We have not explored costs or time involved in either Medical Officer of Health or clinical immunologist advice.

6. POLICY OPTIONS**Option 1**

- 6.1 That Council owned, and otherwise healthy trees, may be removed and replaced in exceptional and very rare circumstances, where there is clear, factual and compelling evidence put before the relevant Community Board that the tree is the cause of serious health issues to the applicant(s) or their family to enable the Board to make a safe, secure and informed decision in those specific circumstances.
- 6.2 That in these rare and specific circumstances the costs of removal and replacement of such trees be funded from operational budgets.
- 6.3 That the Chief Executive be asked to ensure that all pending and future reports to Community Boards and the Council relating to tree removal requests contain the minimum information as follows:
- 6.3.1 Arboricultural information provided should include the results of the survey/community consultation together with information about the value of the tree to the community, including such matters as ecosystem services, urban landscape and cultural values.
- 6.3.2 In addition for those requests citing health issues as the reason for the request that the additional information as follows be included:
- Up-to-date advice from the Medical Officer of Health;
 - A map showing the location of trees of allergy causing species in the vicinity on Council land and, wherever possible, on adjacent private land;
 - A pollen dispersal calendar;
 - Any other factual health-related information which may help the board make a sound evidence-based decision.

5 Cont'd**Option 2**

- 6.4 Structurally sound and healthy trees may be replaced for health reasons where there is confirmation from either the applicant(s) medical practitioner, a Clinical Immunologist or the Medical Officer of Health confirming that the tree(s) is/are the sole cause of the applicant(s) condition and that removal of the tree(s) is the sole option available for improving the applicant(s) condition.
- 6.5 The following information be made available to the Community Board by the applicant in support of their request:
- 6.5.1 Medical advice from either the applicant's medical practitioner, a Clinical Immunologist from the Canterbury District Health Board, or the Chief Medical Officer of Health, which must cover:
- The nature of the condition;
 - The number of weeks the condition will affect the applicant;
 - The short and long term effect of the condition on the health of the applicant;
 - The seriousness of the condition on the health of the applicant;
 - The range of medical options available to the applicant;
 - When taking in to account the time of year on the Annual Pollen Calendar as well as the presence of any other allergenic vegetation within the vicinity and the range of medical options available to the applicant:
 - whether or not the tree is the sole cause of the applicant's condition; and
 - whether removal of the tree(s) is the sole option available for improving the applicant(s) condition.

Option 3

- 6.6 Trees will not be removed or replaced where health is cited as the reason.

Option 4

- 6.7 That no Interim Policy is adopted and that Community Boards refer the matter directly to the Council recommending to the Council that the tree be removed or that it not be removed.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE – 4. 12. 2014

7. STAFF RECOMMENDATION

That the Infrastructure, Transport and Environment Committee recommend that the Council approves Option 2:

- 7.1 Structurally sound and healthy trees may be replaced for health reasons where there is confirmation from either the applicant(s) medical practitioner, a Clinical Immunologist or the Medical Officer of Health confirming that the tree(s) is/are the sole cause of the applicant(s) condition and that removal of the tree(s) is the sole option available for improving the applicant(s) condition.
- 7.2 Medical advice from either the applicant's medical practitioner, a Clinical Immunologist from the Canterbury District Health Board, or the Chief Medical Officer of Health, which must cover:
- 7.2.1 The nature of the condition;
- 7.2.2 The number of weeks the condition will affect the applicant;
- 7.2.3 The short and long term effect of the condition on the health of the applicant;
- 7.2.4 The seriousness of the condition on the health of the applicant;
- 7.2.5 The range of medical options available to the applicant;
- 7.2.6 When taking in to account the time of year on the Annual Pollen Calendar as well as the presence of any other allergenic vegetation within the vicinity and the range of medical options available to the applicant:
- whether or not the tree is the sole cause of the applicant's condition; and
 - whether removal of the tree(s) is the sole option available for improving the applicant(s) condition.
- 7.3 Note that any personal health information shall be heard in public excluded sessions and any personal information will remain confidential.
- 7.4 Note that all other relevant information will be presented to the Community Board, including the Council obtaining its own advice from either the Chief Medical Officer of Health or a Clinical Immunologist from the Canterbury District Health Board, if not provided by the applicant.
- 7.5 Note that any consultation for trees removed under this Interim Policy will be conducted after the Community Board approval and will be for information purposes only.
- 7.6 Approve that the delegated authority to approve trees for removal for health reasons sits with the respective Community Board.
- 7.7 Approve that trees removed under this Interim Policy are replaced where practicable, and that the cost of replacing trees will be borne by the Council.
- 7.8 Recommend an amendment to the draft 2015/16-2024/25 LTP for a per annum increase in Capex funding for street and park tree renewals to fund this interim policy as follows:
- | | |
|---------------------------------|----------|
| 7.8.1 Road Network | \$50,000 |
| 7.8.2 Sports Parks | \$30,000 |
| 7.8.3 Neighbourhood Parks | \$30,000 |
| 7.8.4 Garden and Heritage Parks | \$15,000 |
| 7.8.5 Cemeteries | \$ 5,000 |
- 7.9 Note that, in parallel with this approach, staff and the Tree Policy Working Party will continue to develop the Draft Tree Policy.

9 June 2014

Dear Darryl and Jane

Silver Birch Reports (Requests for Removal Citing Allergies)

The Fendalton/Waimairi Community Board has received numerous deputations requesting removal of silver birch trees on streets and in reserves from residents citing silver birches as the cause of their hayfever.

This followed the Board's specific approval to remove and replace two silver birch trees outside 24, Rugby Street at an Extraordinary meeting of the Board on 15 January 2014.

This Board decision was **not** taken lightly. It was based on the unique health issues being experienced by two young people – Oral Allergy Syndrome - a potentially life threatening, rare allergic reaction triggered in some highly allergic hayfever sufferers.

The Board was content that such a decision was 'sound' and did not set a precedent.

The numerous requests received from 'hayfever' sufferers, since January 2014, have all been referred to staff for a formal report seeking appropriate and sufficient advice to the Board on all matters raised by the deputations.

To date four reports have been completed by staff and offered for inclusion in the 16 June 2014 agenda.

We write to advise that we have taken the unusual step of not accepting these reports as it is our belief that to do so would open the Council to significant organisational risk and precedent, potentially affecting all silver birch trees citywide.

We attach one of the reports for your information.

Our concerns include:

- (a) That there is no approved Council Tree Policy to inform the decision making of the Board
- (b) That there is no approved Council policy regarding allergic reactions to trees, grasses, vegetation including silver birches.

The report mentions a workshop in 2007, to date seven years later no firm policy exists. Staff further quote 'a council direction from a seminar in 2007'.

We respectfully advise that seminars have no decision making powers, and this paragraph is both misleading and offers no Christchurch City Council policy context for the Board to make a 'safe' decision.

- (c) That no public consultation has taken place as is usual for such matters.
- (d) That the four reports to date encompass up to 50 trees directly and many more indirectly.

Fendalton Service Centre
Cnr Jeffreys and Clyde Roads, Christchurch, 8052
PO Box 73020, Christchurch, 8154
Phone: 03 941 6728, Facsimile: 03 941 6748
Email: edwina.cordwell@ccc.govt.nz
www.ccc.govt.nz

- (e) That the reports are based on the principal of 'user pays' which again is not formal policy.

Further, if the Board were minded to approve any/all of the removals (notwithstanding (a) to (d) above) this could potentially be seen by the public (and media) as inequitable and may generate comments such as "only the affluent can be healthy" or "if you have money you can have the trees you like".

The Fendalton/Waimairi Community Board would not wish to place the Council in such a situation.

We raise these concerns mindful of further reports in preparation for which our concerns on behalf of all Boards would be identical.

Yours sincerely

V. Carter

Val Carter
Chairperson
Fendalton/Waimairi Community Board

David Cartwright
Deputy Chairperson
Fendalton/Waimairi Community Board

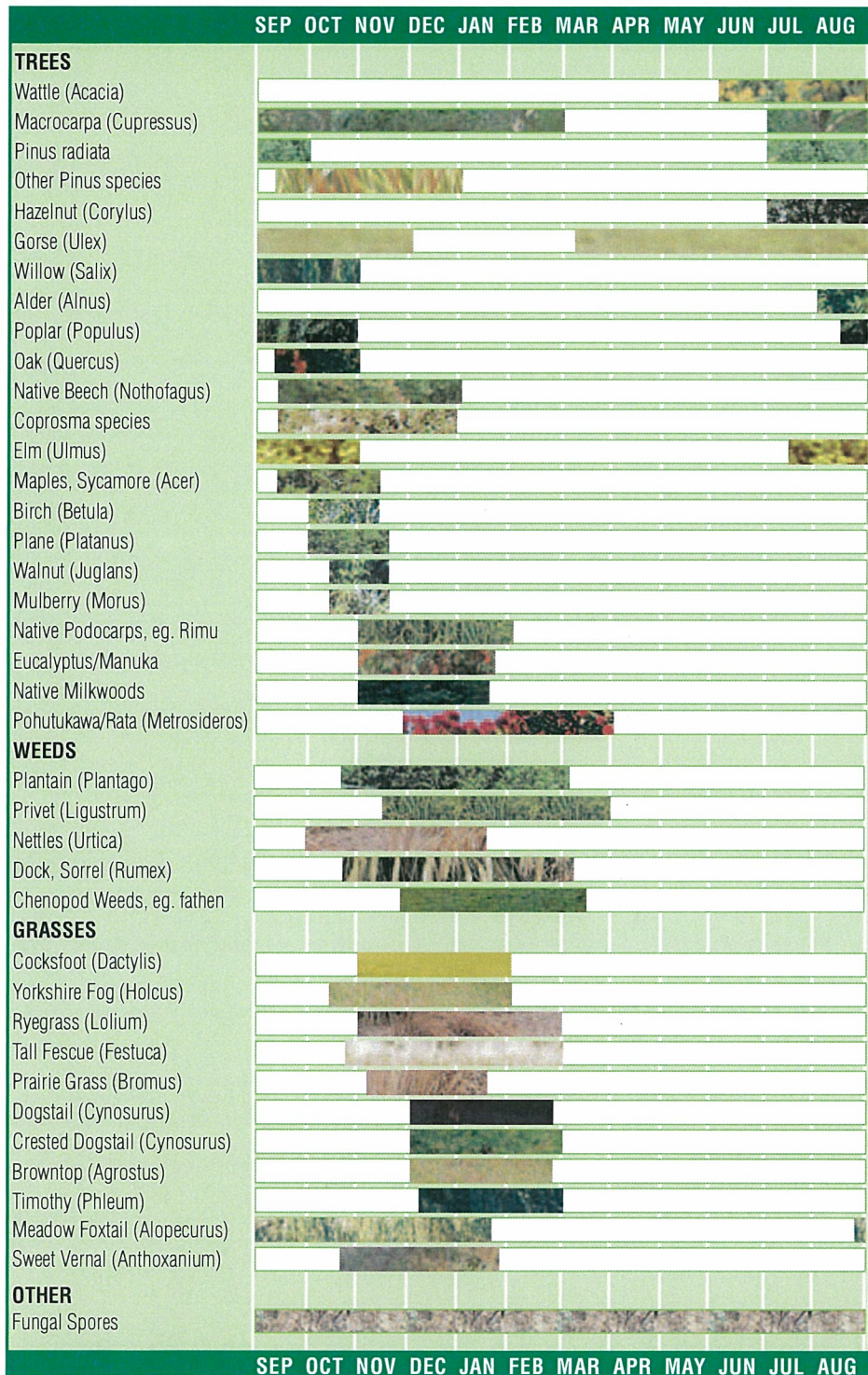
cc: Edwina Cordwell, Community Board Adviser – Fendalton/Waimairi

Annual POLLEN Calendar



A pollen calendar to last you the year through, so you know what to look out for and when. Follow the chart below and you will be able to single out specific plants that trigger your allergy just by knowing what month they appear in. If you know what you are allergic to, you can be better prepared for when your symptoms flare up. We also list some Do's and Don'ts to help you make the best of the high pollen seasons, with tips for reducing your symptoms.

To find out more about your allergies, contact Allergy New Zealand: Ph: (09) 303 2024 or 0800 34 0800. PO Box 56 117, Dominion Road, Auckland or help@allergy.org.nz, www.allergy.org.nz



The plants most likely to cause hayfever symptoms are those that are wind pollinated. These plants produce high numbers of light and buoyant pollen grains which are easily distributed through the air. Pretty, brightly coloured flowering plants and trees are unlikely to cause symptoms of hayfever. These plants attract bees and other insects to transfer their pollens from flower to flower, and produce far fewer pollen grains that don't generally become airborne. This is fortunate for those who like flowering plants!

Do you think you may be suffering from pollen allergies?

Typical hayfever symptoms include itchy and runny nose, sneezing, itchy and watery eyes, tickly and scratchy throat - all of which are generally worse when you go outside! Asthma can also be triggered by pollen allergy. Occasionally, especially on dry, windy days, rashes and swelling of the face can occur. Some highly sensitive people will have these symptoms within minutes of going out the door in the morning. Pollen counts can vary during the course of one day.

DO'S AND DON'TS of Pollen Seasons

DO

- Keep windows closed at night; use air conditioning, which cleans, cools, and dries the air.
- Minimise early morning activity when pollen is most usually emitted (between 5.00 a.m. and 10.00 a.m.).
- Keep your car windows closed when you travel by car. Use your car air-conditioning on 're-circulated air' rather than bringing in air from outside.
- Stay indoors when the pollen count or humidity is high and on windy days when dust and pollen are whipped about.
- Take a holiday during the height of the pollen season to a place more pollen-free (such as the beach).
- Stay away from high pollen areas such as farms and orchards.
- Wear glasses outdoors to protect your eyes.
- Have your lawns mowed frequently to avoid flowering.
- Wear a mask if it is absolutely necessary for you to do the mowing.
- Select garden plants which are low pollen producers (usually native species).
- Have fallen leaves and garden debris removed.
- Take the medications prescribed by your allergist.

DON'T

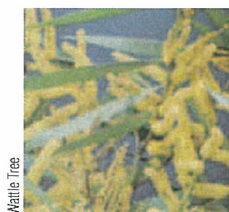
- Mow lawns or be around freshly cut grass; mowing stirs up pollens and moulds.
- Hang sheets or clothing outside to dry, as pollens and moulds may collect in these items.

THANKS TO:
David W Fountain PhD,
Honorary Research
Associate, Institute of
Molecular BioSciences,
Massey University.



This calendar was printed with the financial support of:

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Wattle Tree



Native Grasses



Willow Tree



Native Fern



Pohutukawa Tree



Pinus Radiata

2nd July, 2014

Val Carter
Chairperson
Fendalton-Waimairi Community Board

Dear Val,

Thank you for your letter of 9 June 2014.

The vexed issue of Silver Birch Trees and the Community Board's involvement in requests for removal of trees for reasons other than the health of the tree or any safety issues, will need to be covered in the review of the Tree Policy which is currently underway. In the mean time I suggest we need to deal with issues that arise in a practical way.

At present staff advice to the Board where the tree is sound and there are no safety issues is based on the current Draft Tree Policy and a direction given when the Council considered this policy back in 2007. That direction is that trees are not to be removed unless either the health of the tree or a safety concern exists. You have indicated that your Board cannot deal with Silver Birch tree issues unless there is reference in the report to health concerns related to pollen dispersal from the trees and there has been public consultation with affected parties.

The recommendation in reports cannot be altered by either of these aspects and in my opinion the absence of reference to them in reports does not preclude the Board deciding to:

- Refer the matter directly to the Council;
- Recommending to the Council that the tree be removed or that it not be removed; or
- Deferring any decision on requests for removal of Silver Birch trees where there are no issues with that particular tree until such time as the new Tree Policy is determined.

Yours sincerely,



Jane Parfitt
Chief Operating Officer

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

6. MAJOR CYCLEWAY ROUTES PROGRAMME (MCR) – DELIVERY PROGRAMME, DESIGN GUIDES AND COST UPDATE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	John Hannah, MCR Program Manager	Y	021 902 685

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of the report is to:

1.1.1 Provide the Council with an update on progress with design and implementation of the Major Cycleways Routes Programme (MCRs).

1.1.2 Seek approval of the proposed priorities and acceptance of the realistic delivery program.

1.1.3 Approve the proposed declaration of the MCRs as a Metropolitan Transport Programme and consequently not subject to delegation of any powers for their implementation to Community Boards.

1.1.4 Seek adoption of the Route Selection recommendations for the following routes:

- Quarryman's Trail
- Rapanui - Shag Rock
- Uni-Cycle
- Papanui Parallel.

2. EXECUTIVE SUMMARY

2.1 The Christchurch City Council's MCR programme is challenging as it brings new and innovative approach to the provision of cycle facilities for the group of interested but concerned people who have said they would consider cycling as a form of transport if the quality and safety of cycleways was improved.

2.2 The objectives of the MCRs are to assist in meeting the overarching objectives of the Christchurch Transport Strategic Plan (CTSP).

2.3 Good progress has been made by the programme team in developing a range of design guides in parallel with progressing scheme and detailed designs for several projects.

2.4 A multi criteria assessment model has been developed to enable the 13 routes to be prioritised to ensure the routes with the greatest benefits are implemented first.

2.5 The Council has resolved that the 13 MCRs be delivered in a five year period from July 2014. This is very challenging given the complexities of design and the large number of interested parties. The consultation and approval processes could result in delays to delivery and, following consultation with all Community Boards it is recommended that the MCR programme be classified as a Metropolitan Programme and the delegation for all decisions be given to the Infrastructure, Transport and Environment Committee..

2.6 The highest four priority routes have been subjected to detailed route selection review again using a multi criteria method to agree on the overarching route. This is not the detailed scheme assessment for each section which will be undertaken as the next step in the design. The route options selection reports for these four routes have been provided to the relevant Community Boards for their consideration and submission of any recommendations to the Infrastructure, Transport and Environment Committee.

6 Cont'd

3. BACKGROUND

- 3.1 The CTSP, which was adopted in 2012, includes an action to implement and encourage a culture of cycling across the city.
- 3.2 The MCR programme is part of the implementation of this action by the Council and is therefore critical to the transport planning for the whole city. Consequently, this is a metropolitan programme.
- 3.3 Research shows that 32 percent of people would seriously think about cycling if they could travel separately from motor vehicles and were able to cross intersections safely. This highlights that cycling numbers could increase if improvements in cycling infrastructure were implemented including safety, convenience and connectivity with key origins and destinations. This includes a combination of treatments such as improving cyclist visibility, dedicated cycling routes, separation from other road users and being able to cross safely at intersections.
- 3.4 To support this initiative, the Council has resolved that a connected cycleway network around the city will be developed (made up of major, local and recreational cycleways). This will offer a safer cycling experience that will encourage more people to cycle more often. This network will be integrated into the wider city infrastructure through the rebuild.
- 3.5 The MCR programme was developed in line with the objectives of the CTSP, and broadly includes the following:
- 3.5.1 a series of 13 MCRs around the city (refer **Attachment 1**);
 - 3.5.2 targeted cycle improvements at intersections of MCR routes and other transport corridors around the city to support cycling initiatives on the local and recreational cycleways;
 - 3.5.3. education and promotion to support cycling; and
 - 3.5.4 the Council, after considering an extended delivery time frame resolved as part of its 2014 Annual Plan that the delivery period shall be five years from 2014.

4. COMMENT

Current Progress

- 4.1 In conjunction with the general project establishment items such as Design Principles Best Practice Guide, WayFinding and Signage Guide procurement and delivery time line, good progress has been made on some sections of the higher priority sections of routes. These include the following:
- 4.1.1 Uni Cycle Route – scheme and consultation completed and design underway on the Matai Street East section which includes a new signalised crossing of Deans Avenue, progressing the scheme designs for the sections through Riccarton Bush and connecting to and through the University.
 - 4.1.2 Papanui Parallel – scheme and consultation completed and design underway is now underway on the section through the Rutland Reserve and scheme design is being undertaken on two sections from Bealey Avenue through Colombo Street to Tomes Road.
 - 4.1.3 Little River Link - two sections are in scheme design – the city end and the section at Little River Village.
 - 4.1.4 Rapanui - Shag Rock - City to Eastgate portion is having the scheme design undertaken.

6 Cont'd

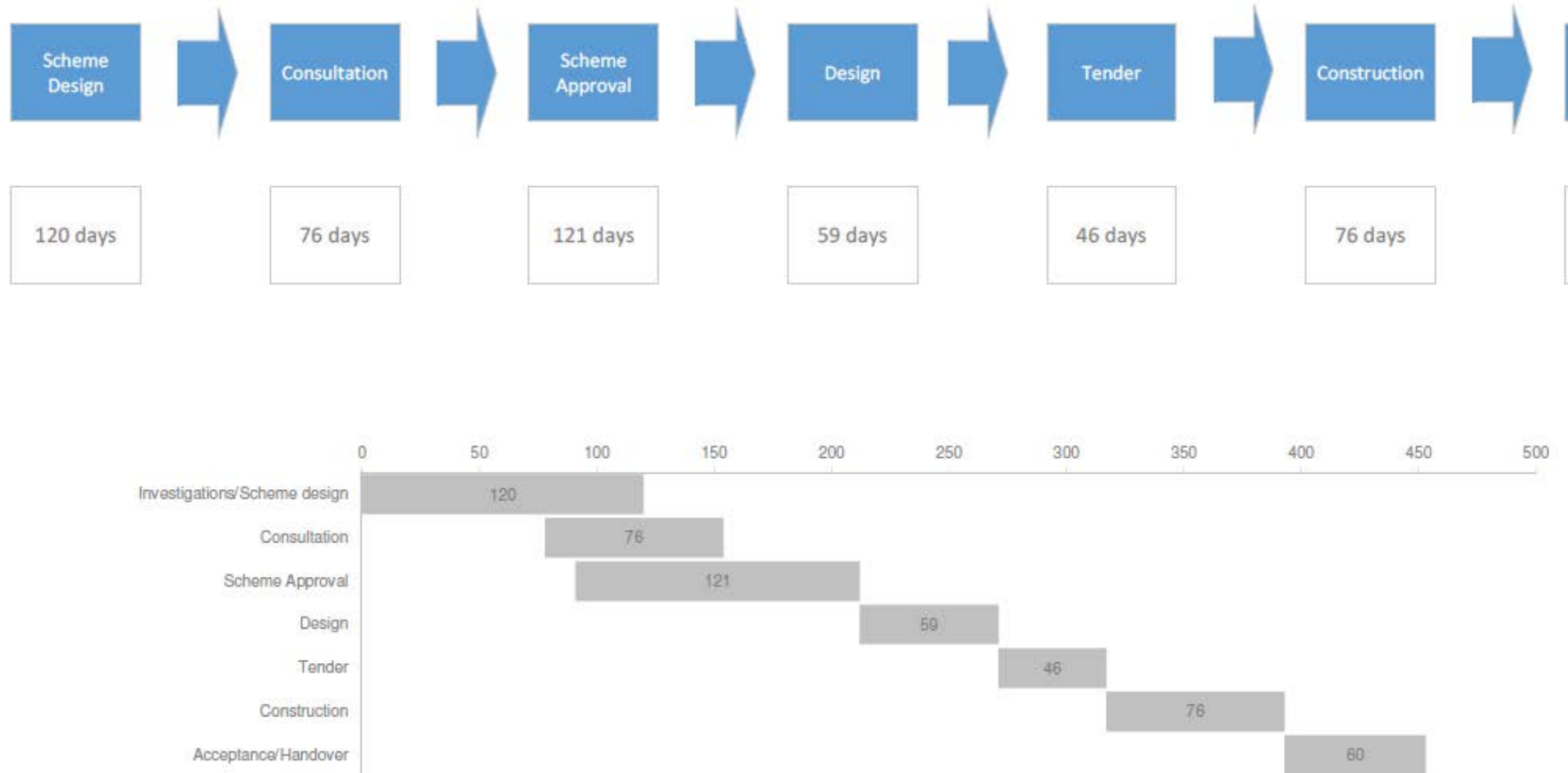
Route and Section Prioritisation

- 4.2 To ensure that the routes and sections within the routes which deliver the greatest benefit are constructed early in the program a prioritisation ranking matrix has been developed.
- 4.3 Care will be taken to ensure that full routes are completed within a reasonable time line but there will be some sections within a route which, due to issues such as land acquisition and public opposition to the recommended scheme, are delayed. Therefore to keep the programme proceeding as quickly as possible, other lower ranked sections may be constructed ahead of their priority.
- 4.4 There are also some sections of some routes that will deliver significant benefits for that section alone and these will be advanced where practical and conditional that the adjoining sections can be connected to these sections without any rework.
- 4.5 Ranking factors used are as follows:
- 4.5.1 Strategic Fit – this factor examines elements such as connecting communities and places of employment and or education, community centres etc. All of the 13 MCRs meet this criteria to the highest degree.
- 4.5.2 High Use Potential – the Council has as part of its transport model a cyclist prediction component. This model takes account of residential location, known trip destinations, trip distance and travel times by different modes.
- 4.5.3 Travel Time Reliability – this factor considers the Network Management Plan and takes account of the uptake of cycling reducing travel by car and therefore reduction in congestion.
- 4.5.4 Improving Safety – the Council has a Safety Risk Map which includes data on all crashes including cyclists and this has been used to both consider the opportunities for crash reduction as well as examining the proposed route for its level of safety.
- 4.5.5 Economic Support – this factor takes account of access to current and proposed activities and facilities that will support and enhance the local economies and connects with a Master Plan or Anchor Projects or similar.
- 4.6 Each route is considered against each factor and ranked Excellent Alignment, Good Alignment or Minimal Alignment and colours are used to depict these ratings.
- 4.7 **Attachment 1 and Attachment 2** are the map and tables of these recommended priorities.

Realistic Delivery Program

- 4.8 A realistic delivery program has been developed (refer **Attachment 3**). This programme reflects the time lines without implementing fast tracking design and construction opportunities that will be investigated and reported to council later. This programme does not meet Councils five year delivery requirement. Staff are able to tightly control the scheme and detailed design and construction phases and will implement processes to shorten these time requirements.
- 4.9 The time line from inception of the scheme investigation process to having the detailed design and contract documents completed and ready to call tenders for construction is approximately 22 months. Approximately 24 weeks of this is to complete the scheme assessment, 40 weeks for the consultation and approval (Community Board and Council) processes and 21 weeks to complete the detailed design and construction contract documents.
- 4.10 The following (Figure 1) is the expected time line for a typical section of a route:

6 Cont'd



Major Cycleways Project Lifecycle

Figure 1: Major Cycleways Routes Project Lifecycle

6 Cont'd

- 4.11 Staff have a good level of control and there is relatively low risk of time slippage within the scheme and detailed design stages, and ways are being explored to shorten these parts of the programme. Staff are also looking at ways of procurement that will reduce these time lines but have very little control over the consultation and approval portions of the process.
- 4.12 Any time slippage during this stage of the delivery process will extend the delivery time line.
- 4.13 A reduction of 20 to 30 working days will also be achieved by making the programme a Metropolitan project as discussed above

Decision Making Responsibilities

- 4.14 The Council has made a major commitment to the 13 Major Cycleway routes being achieved within the five year time frame as decided by Council in the 2014 Annual Plan. This is a metropolitan project and the cycleways run across ward boundaries.
- 4.15 This project has a very high level of public interest and expectation. Therefore given there is a strong desire to ensure delivery within the five year time frame, all processes to delivery must be streamlined wherever possible and consistency of the standard of the cycleways maintained across ward boundaries.
- 4.16 The programme team have been working to develop a robust delivery program to meet the Council's decision to deliver the full program in five years. (See the detailed discussion in sections 4.8 to 4.13 above.)
- 4.17 The current program includes the approval processes via Community Boards and results in a 40 week consultation and approval time line. This results in the delivery program extending out to approximately six and a half years. This time line has no allowance for reworking recommendations if they are rejected by Community Boards.
- 4.18 There is also a risk that decisions made by separate Community Boards could be different and inconsistent with the "Cycleway Network Design Requirements".
- 4.19 The Major Cycleway Team arranged for a briefing of all Community Board members on 21 October 2014 where the Chairman of the Transport, Infrastructure and Environment Committee met board members and presented the following proposal, and staff presented the detailed route alignments for the top four priority routes.
- 4.20 In the delegations register for roads it states that:

*"It is the Council's intention that Community Boards exercise their delegations in respect of **local projects**. A local project is any project that has only a local impact within the Community Board's boundaries."*

*"**Technical and metropolitan projects** are the responsibility of the Council. A technical project is a project with no public priority or design input required, or an internally focused project. A metropolitan project is a project which impacts on users across the city or is on recognised metropolitan assets."*

"The decision as to whether the exercise of a delegated power is for a local project must be made by the Chief Operating Officer and the Director Corporate Services on behalf of the Chief Executive. The Chief Operating Officer and the Director Corporate Services may consult with the chairperson of the relevant Community Board."

- 4.21 To meet the above requirements and overcome the risks and reduce the consultation and approval time line it is proposed that the following principles be agreed to:
 - 4.21.1 The Council formally adopt the specific cycleway routes as part of the CTSP (maps of routes with street details).

6 Cont'd

- 4.21.2 The Council formally agrees that the Major Cycleway Routes Programme be a Metropolitan Project.
- 4.21.3 The Council delegate to the Infrastructure, Transport and Environment Committee decision making authority on the planning, development and implementation of the Major Cycleways.
- 4.21.4 Prior to reports proceeding to the Infrastructure, Transport and Environment Committee, workshops will be held with the relevant Community Boards to discuss the final design stages of the cycleway project, commencing with the Priority 1 Cycleways.
- 4.21.5 The relevant Community Boards will be consulted through workshops (as above) prior to the public consultation on the design of cycleway routes.
- 4.21.6 Reports on the prioritised cycleways would be prepared for the relevant Community Board to comment on and to make recommendations (on road markings, traffic movements, restriction of parking, standing and stopping restrictions and any other traffic management matters currently delegated to the Community Boards) to the Infrastructure, Transport and Environment Committee.
- 4.21.7 The relevant Community Board will be invited to provide a representative to attend, take part in discussion and offer support to their boards recommendations on the subject matter but not have voting rights.
- 4.21.8 The Infrastructure, Transport and Environment Committee will be responsible for resolution of issues arising from MCR decisions on communities such as the loss of parking.
- 4.21.9 When considering any submissions the Infrastructure Transport and Environment Committee will be diligent towards ensuring that the projects maintain the design principles set out in the Council's Cycle Design Guide 2013 and the Design Principles Best Practice Guide noting particularly the overarching objectives of the MCRs being to provide *"Safe, Direct, Connected, Coherent, Attractive and Comfortable cycleways that will encourage new users to use the MCR and cycle within the city, and generate an enjoyable experience"*.

Route Selections

- 4.22 The MCR team is working through reviewing and documenting the selection of the detailed routes for each MCR. This work is not the detailed scheme assessment for each section but considers the streets and other connections through which each route should pass to provide the connections for each route that the strategy identified and take account of.
- 4.23 To assist with the evaluation of these routes the MCR team has adopted a multi criteria matrix which includes consideration of the following:
- 4.23.1 safety
- 4.23.2 coherence and connectivity
- 4.23.3 directness
- 4.23.4 comfort
- 4.23.5 attractiveness and social safety
- 4.23.6 risk to delivery.

6 Cont'd

4.24 The attached four reports (refer **Attachments 4, 5, 6 and 7**) have been presented to the effected Community Boards which will consider them and make recommendations to the Infrastructure, Transport and Environment Committee for its consideration when accepting or otherwise the recommendations for each route.

4.25 The four routes are:

4.25.1 Quarryman's Trail

4.25.2 Rapanui - Shag Rock

4.25.3 Uni-Cycle

4.25.4 Papanui Parallel.

5. FINANCIAL IMPLICATIONS

5.1 There are no financial implications at this time.

6. STAFF RECOMMENDATION

That the Infrastructure, Transport and Environment Committee agree and recommend that the Council:

6.1 Note the progress update on the Major Cycleway Route Programme.

6.2 Agree to the route prioritisation.

6.3 Agree to the Major Cycleway Programme being declared a Metropolitan Programme and delegate to the Infrastructure, Transport and Environment Committee all decision making powers.

6.4 Note that appropriate Community Board Members will be invited to participate in the discussion.

6.5 Adopt the Route selection recommendations for:

6.5.1 Quarryman's Trail

6.5.2 Rapanui - Shag Rock

6.5.3 Uni-Cycle

6.5.4 Papanui Parallel.

Major Cycleways Network

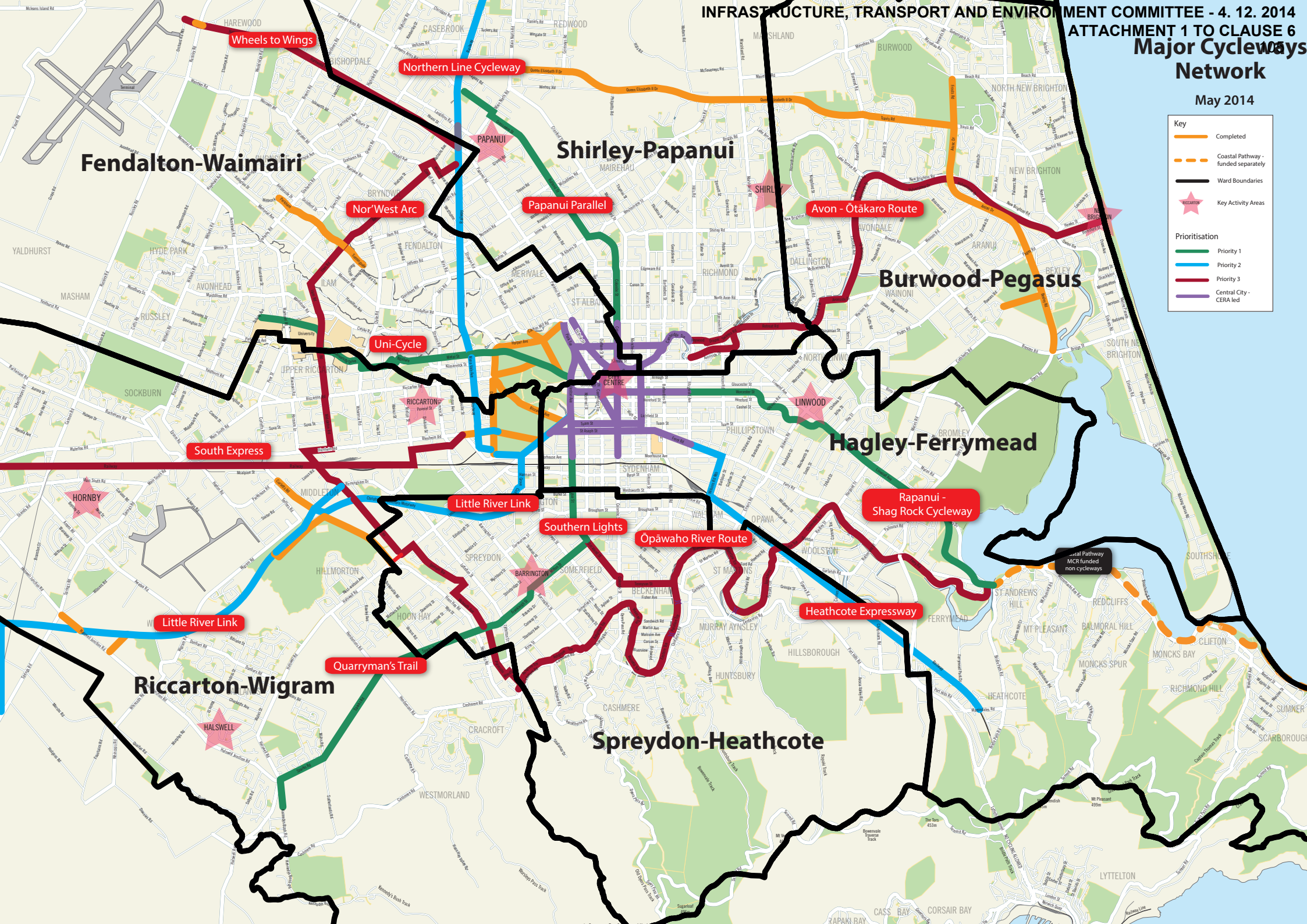
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Key

- Completed
- Coastal Pathway - funded separately
- Ward Boundaries
- Key Activity Areas

Prioritisation

- Priority 1
- Priority 2
- Priority 3
- Central City - CERA led

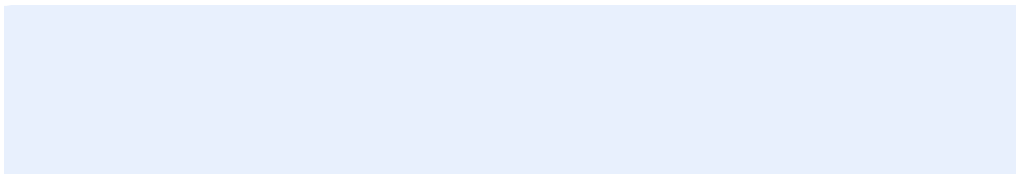
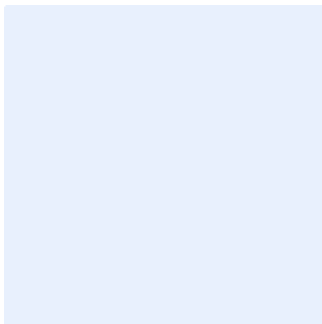


MCR Route Prioritisation Matrix 30 October 2014

Route	Strategic fit	High use potential	Travel Time Reliability	Improving safety	Economic support	Resulting Rank	
Uni-Cycle	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a high level of use potential	Would contribute to reducing congestion on busy parallel route (Riccarton Road)	Provides alternate route to Clyde/Creyke intersection. Would contribute to reducing level of cycle crashes on busy parallel route (Riccarton Road)	This route will support the aim of more students living in the central city, link to attractions such as Mona Vale and Riccarton Bush, close to Riccarton KAC	1	
Papanui Parallel	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a high level of use potential	Would contribute to reducing congestion on busy parallel route (Papanui Road and Cranford Street)	Would contribute to reducing level of cycle crashes on busy parallel route (Papanui Road and Cranford Street)	This route will support the Edgeware Village Master Plan as it located on the route. The route also passes to the north of Papanui KAC	2	
Shag Rock Cycleway	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate this route will be used but not to the same level as other routes.	Would contribute to reducing congestion on busy parallel route (Ferry Road)	Provides alternate route to Linwood/Aldwins intersection. Would contribute to reducing level of cycle crashes on busy parallel routes of Ferry Road and Clarence Street.	This route will support the Linwood Village Master Plan as it located on the route. It also links to the Coastal Pathway and Ferrymead (master plan). This route also supports the Linwood KAC.	6	
Quarryman's Trail	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Would contribute to reducing congestion on parallel route (Riccarton Road)	Would contribute to reducing level of cycle crashes on busy parallel routes of Lincoln Road. Likely to address safety issues at Hendersons Road/Sparks Road intersection.	This route supports the Halswell KAC as it located on the route.	9	
Northern Line Cycleway	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Would contribute to reducing congestion on busy parallel route (Papanui Road)	Would contribute to reducing level of cycle crashes on busy parallel routes of Papanui Road and Clarence Street.	This route supports the Papanui KAC as it located on the route.	4	
Little River Link	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate this route will be used but not to the same level as other routes.	Would contribute to reducing congestion on busy parallel route (Lincoln Road)=	Would contribute to reducing level of cycle crashes on busy parallel route (Lincoln Road)	This route will support the Rail Trail in the area beyond the urban limits, this supports local tourism.	3	
Heathcote Expressway	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate this route will be used but not to the same level as other routes.	Would contribute to reducing congestion on parallel routes or Ferry Road and Brougham Street	Would contribute to reducing level of cycle crashes on busy parallel routes of Ferry Road and Brougham Street.	This route will support the residents of southeastern suburbs to get to Central City and to local developments such as the Tannery in addition to Woolston and the Coastal Pathway via the River.	12	
Nor'West Arc	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Would contribute to reducing congestion on parallel route (Riccarton Road)	Likely to contribute to addressing current cycle safety hotspots (intersections) along this route.	This route will support access to recreational facilities (Jelly Park and Pioneer Stadium) and the Riccarton KAC.	7	
South Express	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a high level of use potential	Could contribute to reducing congestion on parallel route (Blenheim Road)	Likely to contribute to addressing current cycle safety hotspots within local network.	This route supports the Hornby KAC as it located on the route.	8	
Southern Lights	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Could contribute to reducing congestion on parallel route (Riccarton Road)	Likely to contribute to addressing current cycle safety hotspots within local network.	This route will support the residents of southern suburbs to get to Central City and the Mixed-use Sports Facility.	11	
Ōtākaro River Route	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Unlikely to contribute to reducing congestion within local network	Unlikely to contribute to addressing current cycle safety hotspots within local network.	This route supports the New Brighton KAC and Master Plan as it located on the route. Also potential for tourism through the development of the Avon River Park.	5	
Wheels to Wings	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate a reasonable level of use potential	Unlikely to contribute to reducing congestion within local network	Likely to contribute to addressing current cycle safety hotspots within local network.	This route provides some level of support to surrounding area but generally limited overall economic support as a standalone route. This route also supports the Papanui KAC via the connection to Northern Rail..	13	
Ōpāwaho River Route	Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	Cycle models results indicate this route will be used but not to the same level as other routes.	Unlikely to contribute to reducing congestion within local network	Unlikely to contribute to addressing current cycle safety hotspots within local network.	This route provides some level of support to the Ferry Road Master Plan but generally limited overall economic support as a standalone route. Connects to Coastal Pathway.	10	
Assessment inputs	Examination of relevant strategies	Cycle Model values	Network Management Plan	Examination of Safety Risk Map	Examination of route and relevant features		
	Excellent alignment	High volumes	Likely to greatly reduce congestion	Likely to greatly improve safety via removing cyclists from alternative less safe routes	Route features a Master Plan, Anchor Project, or other		
	Good alignment	Reasonable volumes	Some reduction of identified / predicted congestion likely on network management plan	Likely to improve safety via removing cyclists from alternative less safe routes	Route provides access to a current or proposed activity that supports the local economy.		
	Minimal alignment	Less than other routes	No surrounding significant congestion identified within the network management plan	Minimal safety improvement predicted via removing cyclists from alternative routes	Route does not feature a Master Plan, Anchor Project, or other		

Major Cycleway Route Option Selection Quarrymans Trail Route

Christchurch Major Cycle Routes



Approval

PREPARED BY:	REVIEWED BY:	ENDORSED BY:	APPROVED BY:
John Falconer			
[JOB TITLE]	[JOB TITLE]	STAKEHOLDER PROJECT SPONSORS	DELEGATED AUTHORITY - STAKEHOLDERS
DATE:	DATE:	DATE:	DATE:
16 October 2014			

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1 Route Objective

The route will help support the residential growth areas around the south-west of the city by offering another attractive transport option for commuters and for utility cyclists to access the many local roadside shops and businesses.

It will connect the Halswell suburb to the existing shared pathways in South Hagley Park and the Central City. There is a connection to Southern Lights.

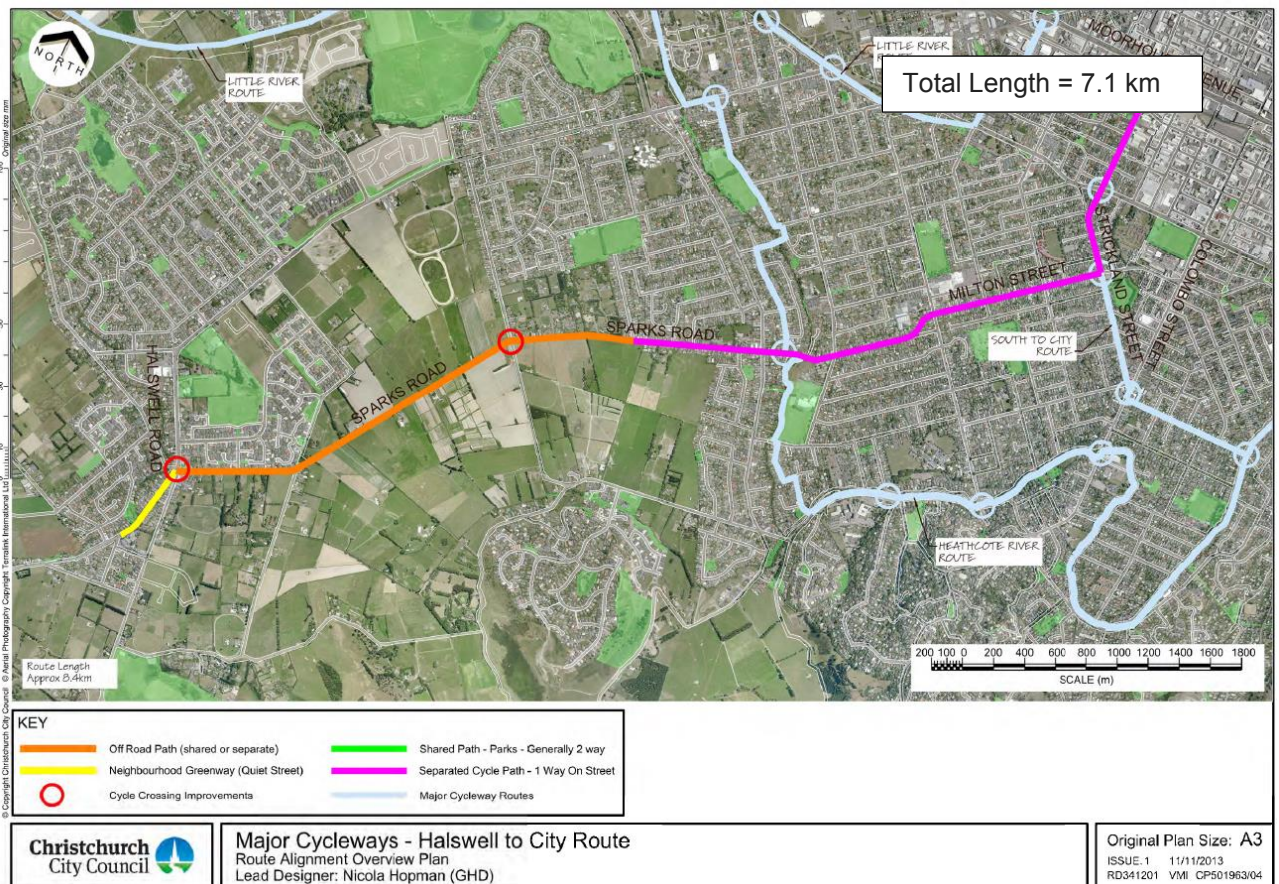
The primary purpose of this route is to make a significant connection between Halswell and the Central City.

2 Current Status

2.1 Current Alignment(s)

The current alignment being progressed is shown below:

The process used to establish this route is described later in Section 4.



Note that detailed design is not yet complete and minor alterations may be required to address any issues that arise.

2.2 Priority relative to other MCRs

This route is ranked fourth in terms of meeting the MCR project objectives out of all 13 MCRs. Therefore, it has been selected as one of four priority routes to be included in an advanced programme.

Ranking	1=	1=	3	4	5	6=	6=	8=	8=	10	11	12	13
Route Name	Uni - Cycle	Papanui Parallel	Rapanui - Shag Rock Cycleway	Quarryman's Trail	Northern Line Cycleway	Little River Link	Heathcote Expressway	Nor'West Arc	Southern Line Cycleway	Southern Lights	Avon - Ōtākaro Route	Wheels to Wings	Ōpāwaho River Route

The ranking of each MCR was determined from a Multi Criteria Assessment (MCA) conducted at a workshop¹ attended by key Council staff.

This determined how well (Excellent ★★★★★, Good ★★★, or Minimal ★) each route aligned with the following key MCR objectives:

Strategic Fit (Excellent)	★★★★★
Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	
High Use Potential (Good)	★★★
Cycle models results indicate a reasonable level of use potential	
Travel Time Reliability/Congestion Relief (Excellent)	★★★★★
Would contribute to reducing congestion on parallel route (Lincoln Road)	
Improving Safety (Excellent)	★★★★★
Would contribute to reducing level of cycle crashes on busy parallel routes of Lincoln Road. Likely to address safety issues at Hendersons Road/Sparks Road intersection.	
Economic Support (Good)	★★★
Would contribute to reducing level of cycle crashes on busy parallel routes of Lincoln Road. Likely to address safety issues at Hendersons Road/Sparks Road intersection.	

¹ Workshop dated March 2013

2.3 Programme Status (by Sub Section)

The proposed sequence of construction for each sub-section has been prioritised from a Multi Criteria Assessment (MCA) conducted at a workshop² attended by key Council staff

Each sub-section was prioritised according to potential uses, route completeness and ease of delivery.

Full results are included in Appendix A

The current route cost and timeframe is summarised below:

Sub Section	Priority	Tot Cost (\$ m)	Construction Date	CurrentPhase
Strickland to Hoonhay	1	TBC	TBC	Route Feasibility
Hoonhay to Halswell	2	TBC	TBC	Route Feasibility

² Workshop dated March 2013

3 Route Selection Process

3.1 Alternatives and Options Analysed

Two high level route options were considered; Lincoln Road and Sparks Road.

The Sparks Road route is considered to be the more favourable option based on safety and other constraints on Lincoln Road. The Sparks Road route also better aligns with the intended catchment area.

3.2 Route Sub Sections (description, priority, length, status)

The route has been broken down to 2 sub sections to address various issues and constraints relating to route choice and sequence of construction.

Initial route planning has identified appropriate facilities. At this stage, there do not appear to be any significant issues that require consideration of any alternative options.

The preferred alignment was assessed against the five main requirements³ from the Christchurch Cycle Design Guidelines (2013) as summarised below:

Requirement	Description
Coherence	Cycle routes should be continuous, recognisable, link potential origins and destinations, and consider standard of protection throughout.
Directness	Directness Cycle routes should be direct based on desire lines, and result in minimal delays door to door.
Attractiveness	Attractiveness Cycle routes should integrate with and complement their surroundings, enhance public security, look attractive and contribute in a positive way to a pleasant cycling experience.
Safety	Cycle routes should be safe, provide personal security, and limit conflict between cyclists and others.
Comfort	Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres.

A summary of how well the route met these criteria is summarised below:

³ These are consistent with Cycle Network and Route Planning Guide (CNRPG), LTSA 2004

OPTION ASSESSMENT TABLE

Route: **Quarryman**
Location: **High Level Route Selection**



Key:
Option 1 Quarryman Route
Option 2 Lincoln Road

Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
x	Significantly detracts from achieving the desired outcome
xx	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓✓ Mostly offroad Path (shared or separate) and Separated Cycle Path - 1 Way on Street	✓ The scheme is to be complemented by comprehensive route signage and markings, and by branding/themes where	✓✓ Direct. Aligns with intended catchments.	✓✓ Mostly Separated facilities	✓✓ Good	✓ Nothing significant identified to date
Option 2	x	x	✓	x	✓ OK	x Safety and space constraints
	Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
	Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
	Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
	Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
	Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
	Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
	Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
				Interruptions		
Outcome - Option 1 considered to meet the desired outcomes better than any other option						

3.3 Issues (and Gaps) to be resolved (by Sub Section)

Issues that are known to the project team that are yet to be resolved include:

- Section 1 Strickland to Hoonhay
 - Loss of on-street parking. Schools parking issues to be resolved.
 - Delivery timing of Frankleigh/Lyttelton intersection and Hoon Hay/Sparks Road intersection.
 - Drainage issues to be resolved.
 - Development potential and delivery of approved plan changes and future plan changed.
- Section 2 Hoonhay to Halswell
 - Cross-section for Sparks Road to be resolved due to high speed road
 - Lighting for cycleway to be addressed
 - Resolution of design of Hendersons/Sparks intersection
 - Completion of link in Halswell to be resolved. Link to Halswell library (new facility) and Halswell shops to be considered.
 - Drainage issues to be resolved (swales/basins)

4 Proposed Treatment

4.1 Current Status of proposed treatments

Scheme assessments have not yet been developed for either of the two route sections. It is possible that the current proposed treatments (described below) may be subject to further alterations during this and other subsequent processes.

4.2 Section 1- Strickland to Hoonhay

South to City Cycleway - Antigua Street

- Separated cycleways to Hospital subject to CERA AAC plan
- Parking one-side

South to City Cycleway - Strickland/Brougham Intersection

- Two facilities on-road and off-road using crossing
- Brougham is a motorway and will have priority

Milton Street (Barrington/Milton to Milton/Strickland)

- Separated cycle facilities to be provided on both sides of the road. Possibility to retain parking one side. Consider need for flush median to keep right turning traffic out of the through traffic lane.

Frankleigh Street (Frankleigh/Lyttelton to Barrington/Milton)

- Separated cycle facilities to be provided on both sides of the road. Possibility to retain parking one side. Consider need for flush median to keep right turning traffic out of traffic lane
- At Barrington/Milton intersection there are neighbourhood shops on the north-west corner. Parking will have to be considered around this location but suggest removal of parking at this stage to provide separated cycle facilities.

Sparks Road (Hoon Hay/Sparks to Frankleigh/Lyttelton)

- Separated cycle facilities to be provided on both sides of the road. Possibility to retain parking one side if sufficient visibility splays can be achieved by cyclists and turning traffic. Consider need for flush median in the design and if required.
- Frankleigh Street/Lyttelton Street is due to be signalised but is not currently in the 3-year plan

4.3 Section 2 – Hoonhay to Halswell

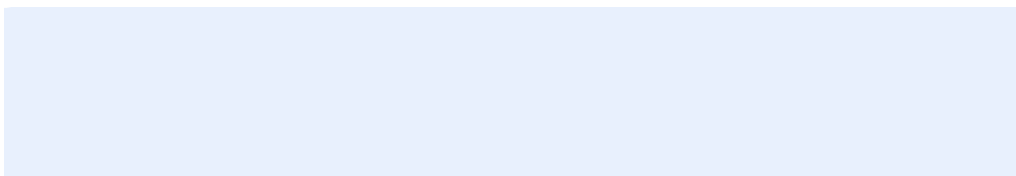
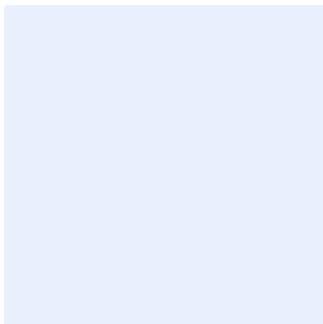
- Off-road cycle path

Appendix A – Route Sub Section Prioritisation MCA

Route	Section No.	Section description	High use potential within route	Route Completeness	Ease of delivery	Comments	Ranking within route
Quarryman's Trail	Section 1	Milton Street / Frankleigh Street (Strickland Street Int. to Hoon Hay Road Int.)	1	1	2	Loss of on-street parking. Schools parking issues to be resolved.	1
						Delivery timing of Frankleigh/Lyttelton intersection and Hoon Hay/Sparks Road intersection.	
						Drainage issues to be resolved.	
						Development potential and delivery of approved plan changes and future plan changed.	
	Section 2	Sparks Road from Hoon Hay Road Int. to Halswell	2	2	1	Cross-section for Sparks Road to be resolved due to high speed road	2
						Lighting for cycleway to be addressed	
						Resolution of design of Hendersons/Sparks intersection	
						Completion of link in Halswell to be resolved. Link to Halswell library (new facility) and Halswell shops to be considered.	
					Drainage issues to be resolved (swales/basins)		

Major Cycleway Route Option Selection Rapanui-Shag Rock

Christchurch Major Cycle Routes



Approval

PREPARED BY:	REVIEWED BY:	ENDORSED BY:	APPROVED BY:
John Falconer			
[JOB TITLE]	[JOB TITLE]	STAKEHOLDER PROJECT SPONSORS	DELEGATED AUTHORITY - STAKEHOLDERS
DATE:	DATE:	DATE:	DATE:
16 October 2014			

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1 Route Objective

The Rapanui-Shag Rock route facilitates the wider MCR objectives for the eastern sector of the city.

Starting at the Ferrymead Bridge, this route leads into the Central City. It is primarily aimed at attracting more commuter cyclists but will also appeal to people accessing local destinations as well as weekend recreational cyclists heading to Sumner via the Coastal Pathway. There is a connection to the Ōpāwaho River Route at Ferrymead. It is proposed that strong levels of separation from motor traffic are used to encourage new cyclists to use this convenient, direct and popular route by making it more comfortable and safe for cycling.

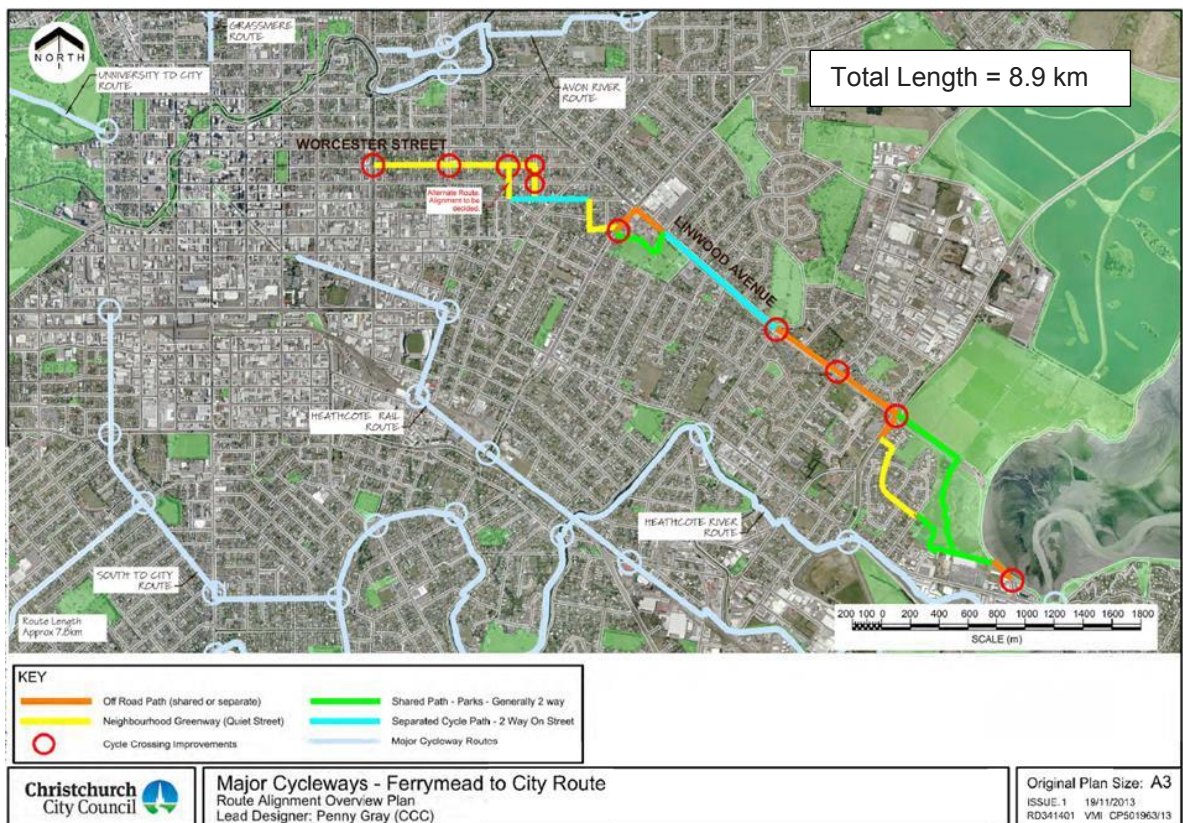
As part of the Council’s strategy to improve access along the coast and its communities, this route will connect with the Coastal Pathway, which will run from Sumner to Ferrymead Bridge and is funded separately to the Major Cycleways Program. It is expected to attract many new commuters, shoppers and recreational cyclists alongside those attracted to it for its level of service.

2 Current Status

2.1 Current Alignment(s)

The current alignment(s) being progressed are shown below:

The process used to establish this route is described later in Section 4.



Note that detailed design has not started and minor alterations may be required to address any issues that arise.

2.2 Priority relative to other MCRs

This route is ranked the third highest in terms of meeting the MCR project objectives out of all 13 MCRs. Therefore, it has been selected as one of four priority routes to be included in an advanced programme.

Ranking	1=	1=	3	4	5	6=	6=	8=	8=	10	11	12	13
Route Name	Uni - Cycle	Papanui Parallel	Rapanui - Shag Rock Cycleway	Quarryman's Trail	Northern Line Cycleway	Little River Link	Heathcote Expressway	Nor'West Arc	Southern Line Cycleway	Southern Lights	Avon - Ōtākaro Route	Wheels to Wings	Ōpāwaho River Route

The ranking of each MCR was determined from a Multi Criteria Assessment (MCA) conducted at a workshop¹ attended by key Council staff.

This determined how well (Excellent ★★★★★, Good ★★★, or Minimal ★) each route aligned with the following key MCR objectives:

Strategic Fit (Excellent)	★★★★★
Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality.	
High Use Potential (Minimal)	★
Cycle models results indicate this route will be used but not to the same level as other routes.	
Travel Time Reliability/Congestion Relief (Excellent)	★★★★★
Would contribute to reducing congestion on busy parallel route (Ferry Road).	
Improving Safety (Excellent)	★★★★★
Provides alternate route to Linwood/Aldwins intersection. Would contribute to reducing level of cycle crashes on busy parallel routes of Ferry Road and Clarence Street.	
Economic Support (Excellent)	★★★★★
This route will support the Linwood Village Master Plan as it located on the route. It also links to the Coastal Pathway and Ferrymead (master plan). This route also supports the Linwood KAC.	

¹ Workshop dated March 2013

2.3 Programme Status (by Sub Section)

The proposed sequence of construction for each sub-section has been prioritised from a Multi Criteria Assessment (MCA) conducted at a workshop² attended by key Council staff

Each sub-section was prioritised according to potential use, route completeness and ease of delivery.

Full results are included in Appendix A

The current route cost and timeframe is summarised below:

Sub Section	Priority	Tot Cost (\$ m)	Construction Date	CurrentPhase
Worcester to Aldwins	1			Scheme Assessment
Aldwins to Dyres	2=			Project Information Brief
Dyres to Ferrymead Bridge	2=			Project Information Brief

² Workshop dated March 2013

3 Route Selection Process

3.1 Alternatives and Options Analysed

Initially, the route was to utilise Ferry Road, as indicated in the Christchurch Transport Strategic Plan, as the most direct route.

The Ferrymead Masterplan led to Ferry Road Corridor Study, which did not support use of Ferry Road as a MCR. Therefore, a route broadly aligned with Linwood Ave was adopted as an alternative.

For the section between Ferrymead Bridge and Sumner, there is a preference to combine with Coastal Pathway process. If adequate funding for the Coastal Pathway is not achieved, then will alternative facilities for cyclists will need to be considered for this section.

3.2 Route Sub Sections (description, priority, length, status)

The route has been broken down to 3 sub sections to address various issues and constraints relating to route choice and sequence of construction.

Alternative alignments for each sub-section have been assessed using a Multi Criteria Assessment (MCA) conducted at a workshop³ attended by key Council staff.

Preferred alignments were selected based on how well they met the five main requirements⁴ from the Christchurch Cycle Design Guidelines (2013) as summarised below:

Requirement	Description
Coherence	Cycle routes should be continuous, recognisable, link potential origins and destinations, and consider standard of protection throughout.
Directness	Directness Cycle routes should be direct based on desire lines, and result in minimal delays door to door.
Attractiveness	Attractiveness Cycle routes should integrate with and complement their surroundings, enhance public security, look attractive and contribute in a positive way to a pleasant cycling experience.
Safety	Cycle routes should be safe, provide personal security, and limit conflict between cyclists and others.
Comfort	Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres.

A summary of all the options considered and reasons for selecting the preferred alignment is summarised below:

³ Workshop dated March 2013

⁴ These are consistent with Cycle Network and Route Planning Guide (CNRPG), LTSA 2004

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: High Level Route Selection



- Key:
- █ Option 1 Ferry Road
 - █ Option 2 Linwood Ave to Worcester Street
 - █ Option 3 Linwood Ave to Avonside Drive
 - █ Option 4 Ferry Humphreys to Shag Rock

Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
x	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
x	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	Engineering solution required for Ferry Dyres Roundabout.	Cohesive design ✓✓	Direct ✓✓	Separated cycle lanes ✓✓	24hr surveillance ✓✓	Ferry Road Corridor Study and Parking Survey indicated lack of political support for prioritising cyclists over onstreet parking.
Option 2	District arterial, good level of separation. x	Reasonably cohesive ✓	Slightly longer / meandering route, but connects to KAC ✓	Yes ✓	Ok for most of route ✓	None ✓✓
Option 3	District arterial, good level of separation. x	Reasonably cohesive ✓	Significant departure from desireline for many trips. Many cyclists would continue to use Ferry Road instead. (Red)	Yes ✓	Ok for most of route ✓	Not yet investigated
Option 4	Depends on Coastal Pathway process	Depends on Coastal Pathway process	Direct route on flat ground ✓✓	Depends on Coastal Pathway process	Depends on Coastal Pathway process	Preference is to combine with Coastal Pathway process. If funding for CP not achieved, will need to look at suitable alternative facilities for cyclists.

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 2 considered to meet the desired outcome better than Option 1

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: Section 1 - Fitzgerald Ave to Aldwins Rd



Key:
Option 1 Linwood drain, Cashel, Tancred to Worcester street.
Option 2 Marlborough, Clive, Cashel, Tancred to Worcester



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
x	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓✓ Off road and local street, Low Volumes	✓✓ Cohesive design	✓ Direct	✓✓ Comfortable off road route	xx Poor, especially at dusk with limited surveillance and limited escape routes. Residential.	 Property purchase and geotech issues
Option 2	✓✓ Local street, Low volumes	✓ Yes, but change from off-road to neighbourhood greenway	x Slightly longer / meandering route	✓ Yes	xx 24hr surveillance but quiet street. Residential.	✓✓ None

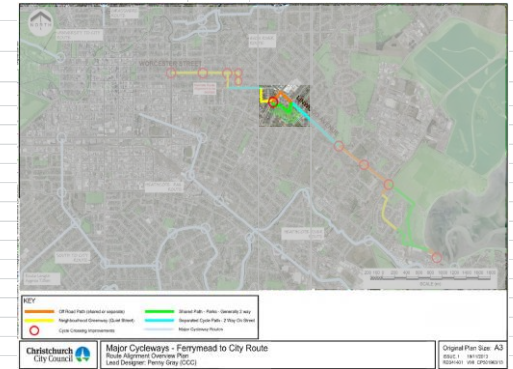
Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 2 considered to meet the desired outcome better than Option 1

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: Section 2 - Aldwins Rd to Dyres Rd
 - Linwood Park to Aldwins Rd

Section 2a Location within Full Route:



Key:
Option 1 Shared path through park.
Option 2 Shared path around Aldwins road.

Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
xx	is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	Way, Low Volumes ✓✓	Cohesive design ✓✓	Direct ✓	Off road – shared path ✓	Poor, especially at dusk with limited surveillance. Reserve xx	Temporary housing until 2017
Option 2	Arterial footpath, High vol, low speed. High pedestrian volumes	Change in Design	Direct ✓	Narrow shared path would create conflict between users xx	24hr surveillance. Commercial area. ✓	Need to widen path and move kerbs
	Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
	Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
	Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
	Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
	Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
	Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
	Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
				Interruptions		
Outcome - Option 1 considered to meet the desired outcome better than Option 2						

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: Section 2 - Aldwins Rd to Dyres Rd
 - Chelsea St to Hargood St



Key:
Option 1 Linwood Drain
Option 2 Linwood Ave boulevard / median.



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
xx	Is a fatal flaw in achieving the desired outcomes

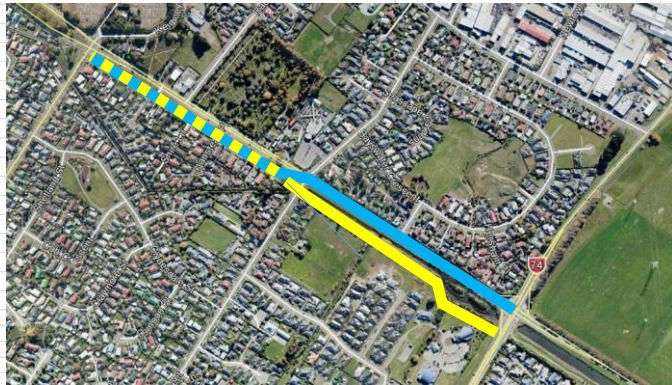
	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	Way, Low Volumes ✓✓	Consistent route design. ✓✓	Direct ✓✓	100% off road but only 2.5m – 3m wide shared path possible ✓	Poor, especially at dusk with limited surveillance and limited escape routes. Residential but not facing the route.	Slumping and reconstruction of drain, limits lifetime of path.
Option 2	District arterial, good level of separation. High speeds and volumes when accessing median. x	Change in designs but improve with tree lined boulevard effect. x	Change of route direction and need to cross busy road several times x	In the middle of busy arterial. Tree lined. x	24hr surveillance. Escape routes. Residential and KAC, School access ✓✓	Trees but adequate width.

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

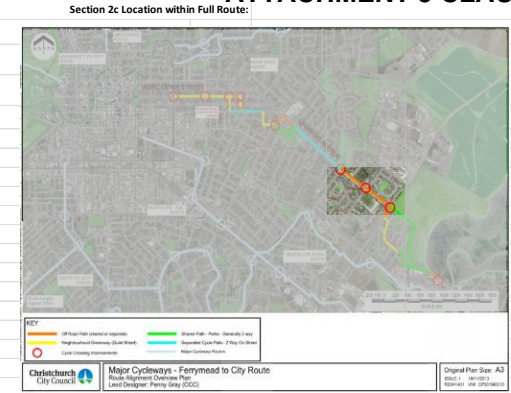
Outcome - Option 2 considered to meet the desired outcome better than Option 1

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: Section 2 - Aldwins Rd to Dyres Rd
 - Hargood to Linwood/Dyres Intersection



Key:
Option 1 Path on north side of river and bridge.
Option 2 Path on south side of river



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
○	Could detract from achieving the desired outcomes but can be managed through design
x	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
■	is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓✓ Major arterial but off – road provision.	✓✓ Yes	✓✓ Yes	✓ Off road route – possible pinch point at St John street end	✓ 24/hr surveillance. River, residential.	○ Bridge and some tree removal
Option 2	✓✓ Way	✓✓ Yes	✓✓ Yes	✓✓ Off road route.	○ Poor winter and night surveillance. Reserve, residential	○ Removal of trees needed for surveillance.

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 1 considered to meet the desired outcome better than Option 2

OPTION ASSESSMENT TABLE

Route: **Rapanui - Shag Rock**
 Location: Section 3 - Dyres Rd to Ferrymead Bridge



Key:
Option 1 South west side of Charlesworth Reserve and Ti Rakau Drive
Option 2 West side of Charlesworth Reserve
Option 3 Separation following Humpherys drive on Charlesworth Reserve side.



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
x	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	Way. ✓✓	Yes – off-road ✓✓	Yes ✓	Off road route. ✓✓	Is an alternative route provided through quiet streets. Reserve surroundings or residential. High amenity route ✓	Bird disturbance xx
Option 2	Way. ✓✓	Yes – off-road ✓	Yes ✓	Off road route. ✓	Poor winter / night route. Reserve surroundings x	Bird disturbance
Option 3	Major Arterial, High Volumes but with separation on the reserve side. x	Change in design but still with good level of separation	Yes ✓	Less comfortable due to road environment and exposure.	24hr surveillance. ✓	None

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 1 considered to meet the desired outcome better than Options 2 and 3.

3.3 Issues (and Gaps) to be resolved (by Sub Section)

Issues that are known to the project team that are yet to be resolved include:

- Section 1 – Worcester Street (Fitzgerald to Aldwins)
 - Tie-in details with Central City
 - Route alignment to Avon River route
 - Tie-in with master plan
 - Street renewals required also
 - Loss of on-street parking

- Section 2 – Linwood Ave (Aldwins to Dyers)
 - CPTED⁵ issues to resolve in Linwood Park
 - Crossings required over u-turn facilities along the corridor

- Section 3 - Dyers Road int. to Ferry Road Bridge (Sumner Coastal Pathway connection)
 - Alignment through Charlesworth Reserve
 - Board did not support use of Ferry Road for MCR
 - CPTED issues to be resolved
 - Tie-in with Ferrymead Bridge Works & Coastal Pathway
 - Ferry Road Master Plan
 - Day route and night route

⁵ Crime Prevention Through Environmental Design

4 Proposed Treatment

4.1 Current Status of proposed treatments

Scheme assessments have not yet been completed for any route sections. It is therefore possible that the current proposed treatments (described below) may be subject to alterations during the scheme assessment process and subsequent detailed design phases.

4.2 Section 1 – Worcester Street (Fitzgerald to Aldwins)

Worcester Street to Linwood Park:

- Neighbourhood greenways, with the exception of Cashel Street, which is a busier link, and would have separated bicycle facilities.
- Integration with the Stanmore/Linwood Village Suburban Masterplan.

Central City (Cathedral Square) to Fitzgerald Avenue:

- Neighbourhood greenways to connect to the eastern frame and Cathedral Square.
- Integration with CCDU design in the Central City, including the proposed closure of Worcester Street at Fitzgerald Avenue (cycle crossings only).

Aldwins Road (Minor arterial)

- New signal controlled crossing to Linwood Park.

4.3 Section 2 – Linwood Ave (Aldwins to Dyers)

Linwood Park:

- Extend shared path from the Chelsea Street signals past the school, to the signals at Aldwins Road/Buckleys Road/Linwood Avenue intersection and south to the new signals at Aldwins Road adjacent to the park.
- Concerns over personal safety to be addressed through lighting, landscaping etc.
- Exit at northern pathway from Linwood Park.

Linwood Avenue - Chelsea Street to Hargood Street:

- A new diagonal crossing to be provided at the Linwood Avenue/Hargood Street Signals to take cyclists into median island. The Linwood Avenue/Chelsea Street intersection already has signals and so provides a connection to Linwood Park at this point. Access to Eastgate Mall should be improved along the northern side of Linwood Avenue from this intersection.
- Provide a cycle way through the tree-lined median.
- Potential to close a u-turn facility to give priority. Potential inside lane is u-turn lane only, use of median strip/chevrons/advanced arrows (effectively reduce Linwood Ave to one-lane).

Linwood Avenue - Hargood Street to St Johns:

- Shared path through wide berm. This should be tree-lined for route consistency for taking cyclists into median island.

Linwood Avenue – St Johns to Linwood/Dyers:

- New path on north side of river using a boardwalk at the waterway. A new bridge should be investigated to improve access to the new subdivision site.
- In the interest of personal safety, vegetation may need to be removed to improve visibility out to Linwood Avenue.
- St Johns Street to be traffic calmed at the intersection and a raised crossing provided to access the service lane path on the northern side.
- St John Street is a key feeder to the MCR from Woolston Local Centre. Tilford Street and Smith Street would also be key links to serve Woolston School.

4.4 Section 3 - Dyers Road int. to Ferry Road Bridge

Linwood/Dyers to Humphreys/Ferry:

- Provide a mid-block signalised crossing at northern side of Tidal View to connect the northern side of Humphreys Drive to Coastal Pathway. Design changes may be required on Tidal view for cycle safety.
- Provide paths around southern and western side of Charlesworth Reserve to connect with the path on the south side of canal.
- Improve the shared path on the southern side of the Canal to get cyclists to Linwood/Dyers intersection to cross to the proposed path to St Johns Street. The islands at the intersection may require modification to allow cyclists to use facility with more ease.

4.5 Section 4 - Humphreys/Ferry to Sumner

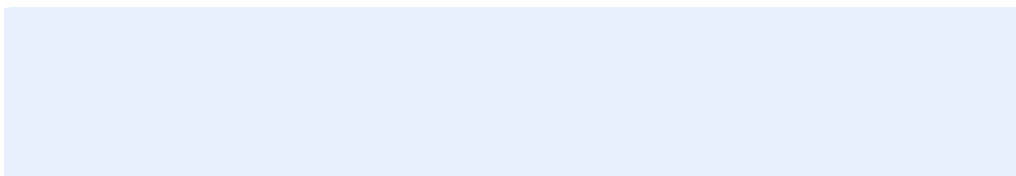
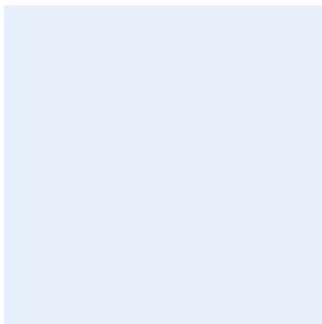
The Coastal Pathway, currently being developed, is intended to form the last section of the Rapanui-Shag Rock route.

Appendix A – Route Sub Section Prioritisation MCA

Route	Section No.	Section description	High use potential within route	Route Completeness	Ease of delivery	Comments	Ranking within route
Rapanui - Shag Rock Cycleway	Section 1	Worcester Street (Fitzgerald Int. to Aldwins Road Int.)	1	1	1	Tie-in details with Central City	1
						Roue alignment to Avon River route	
						Tie-in with master plan	
						Street renewals required also	
						Loss of on-street parking	
	Section 2	Aldwins road Int. to Dyers Road Int.	2	2	1	CPTED issues to resolve in Linwood Park	2
						Issues with drainage corridor and land stability	
						Crossings required over u-turn facilities along the corridor	
	Section 3	Dyers Road int. to Ferry Road Bridge (Sumner Coastal Pathway connection)	2	2	1	Alignment through Charlesworth Reserve	2
						Board did not support use of Ferry Road for MCR	
						CPTED issues to be resolved	
						Tie-in with Ferrymead Bridge Works & Coastal Pathway	
Ferry Road Master Plan							
Day route and night route							

Major Cycleway Route Option Selection Uni-Cycle Route

Christchurch Major Cycle Routes



16 October 2014

Approval

PREPARED BY:	REVIEWED BY:	ENDORSED BY:	APPROVED BY:
John Falconer			
[JOB TITLE]	[JOB TITLE]	STAKEHOLDER PROJECT SPONSORS	DELEGATED AUTHORITY - STAKEHOLDERS
DATE:	DATE:	DATE:	DATE:
16 October 2014			

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1 Route Objective

The Uni-Cycle route facilitates the wider MCR objectives for the western sector of the city.

This major cycleway will be a flagship project which represents the bold new level of service to attract more people to cycle, reflecting Councils aspiration of making Christchurch a cycle city

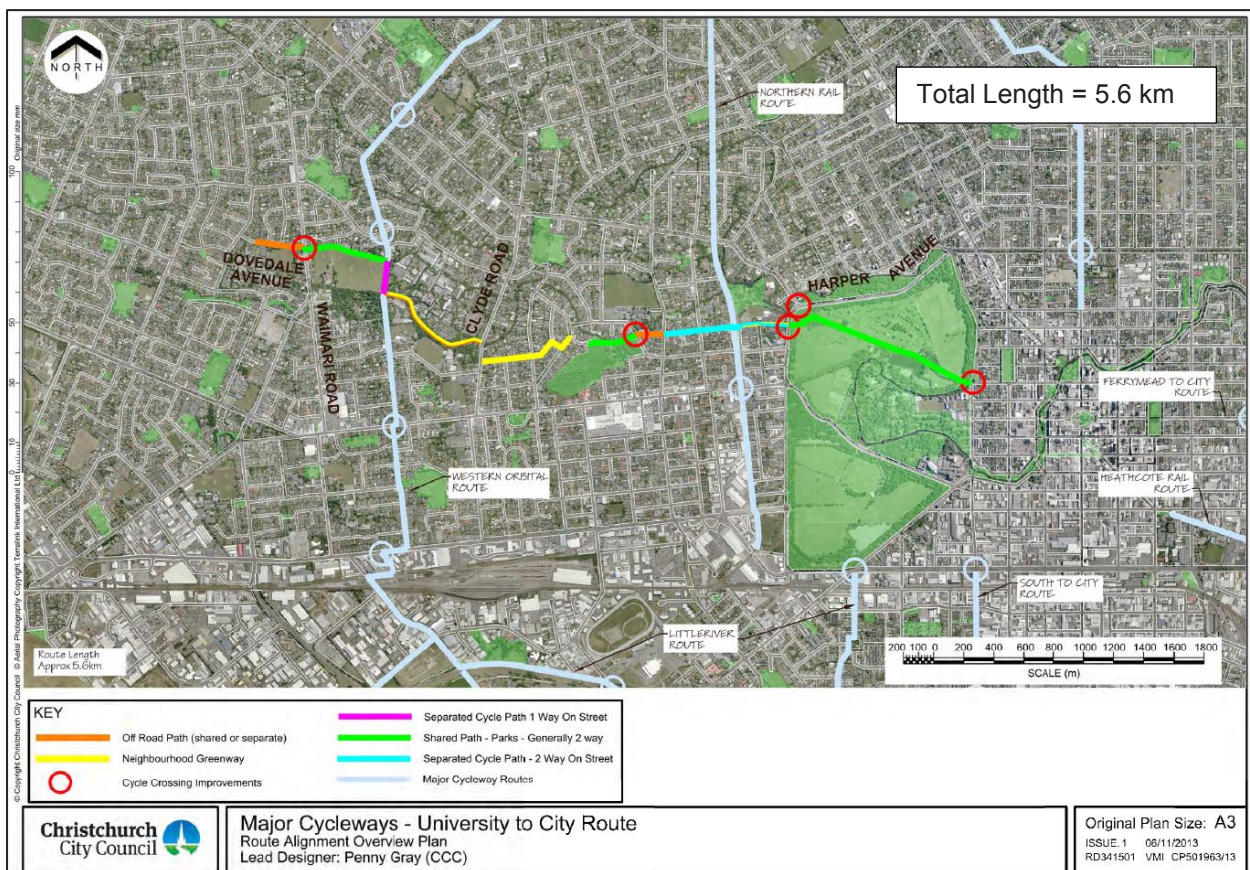
The route is expected to attract many new cyclists to commute to work or education and for recreational purposes. It will also draw cyclists away from the adjacent busy arterial roads. The route passes near a number of major high schools and several intermediate schools in addition to the tertiary locations. This route connects with the Western Inner Orbital Route at Ilam Road and provides a cycle corridor to the central city via Hagley Park with a high level of service by removing gaps in LOS and improving directness and comfort.

2 Current Status

2.1 Current Alignment(s)

The current alignment being progressed is shown below:

The process used to establish this route is described later in Section 4.



Note that detailed design has not started on some sections and minor alterations may be required to address any issues that arise.

2.2 Priority relative to other MCRs

This route is ranked first equal in terms of meeting the MCR project objectives out of all 13 MCRs. Therefore, it has been selected as one of four priority routes to be included in an advanced programme.

Ranking	1=	1=	3	4	5	6=	6=	8=	8=	10	11	12	13
Route Name	Uni - Cycle	Papanui Parallel	Rapanui - Shag Rock Cycleway	Quarryman's Trail	Northern Line Cycleway	Little River Link	Heathcote Expressway	Nor'West Arc	Southern Line Cycleway	Southern Lights	Avon - Ōtākaro Route	Wheels to Wings	Ōpāwaho River Route

The ranking of each MCR was determined from a Multi Criteria Assessment (MCA) conducted at a workshop¹ attended by key Council staff.

This determined how well (Excellent ★★★★★, Good ★★★, or Minimal ★) each route aligned with the following key MCR objectives:

Strategic Fit (Excellent)	★★★★★
Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	
High Use Potential (Excellent)	★★★★★
Cycle models results indicate a high level of use potential.	
Travel Time Reliability/Congestion Relief (Excellent)	★★★★★
Would contribute to reducing congestion on busy parallel route (Riccarton Road)	
Improving Safety (Excellent)	★★★★★
Provides alternate route to Clyde/Creyke intersection. Would contribute to reducing level of cycle crashes on busy parallel route (Riccarton Road)	
Economic Support (Excellent)	★★★★★
This route will support the aim of more students living in the central city, link to attractions such as Mona Vale and Riccarton Bush, close to Riccarton KAC	

¹ Workshop dated March 2013

2.3 Programme Status (by Sub Section)

The proposed sequence of construction for each sub-section has been prioritised from a Multi Criteria Assessment (MCA) conducted at a workshop² attended by key Council staff

Each sub-section was prioritised according to potential use, route completeness and ease of delivery.

Full results are included in Appendix A

The current route cost and timeframe is summarised below:

Sub Section	Priority	Tot Cost (\$ m)	Construction Date	CurrentPhase
University to Riccarton Bush	1	TBC	TBC	Detailed Design
Riccarton Bush to Central City	1=	TBC	TBC	Consultation

² Workshop dated March 2013

3 Route Selection Process

3.1 Alternatives and Options Analysed

High level route selection included three options between the University to Boys High and three options between Boys High and Hagley Park.

The preferred route was further refined by considering a pathway through Riccarton Bush vs. Kahu Road (separated facility). Four options for crossing Deans Ave were also considered.

3.2 Route Sub Sections (description, priority, length, status)

The route has been broken down to 2 sub sections to address various issues and constraints relating to route choice and sequence of construction.

Alternative alignments for each sub-section have been assessed using a Multi Criteria Assessment (MCA) conducted at a workshop³ attended by key Council staff.

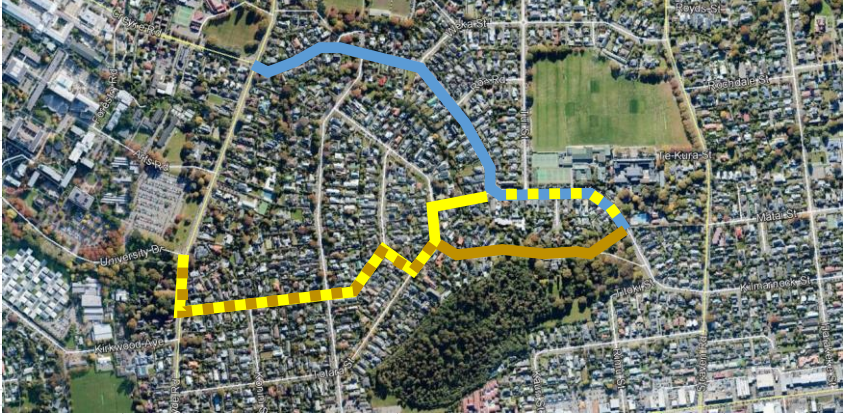
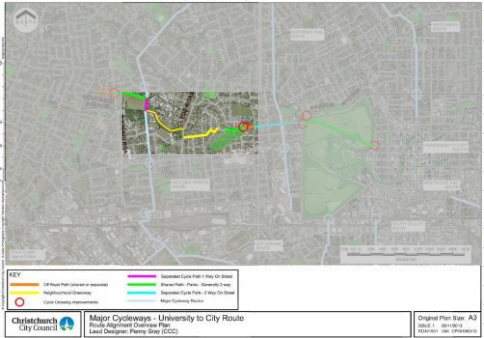
Preferred alignments were selected based on how well they met the five main requirements⁴ from the Christchurch Cycle Design Guidelines (2013) as summarised below:

Requirement	Description
Coherence	Cycle routes should be continuous, recognisable, link potential origins and destinations, and consider standard of protection throughout.
Directness	Directness Cycle routes should be direct based on desire lines, and result in minimal delays door to door.
Attractiveness	Attractiveness Cycle routes should integrate with and complement their surroundings, enhance public security, look attractive and contribute in a positive way to a pleasant cycling experience.
Safety	Cycle routes should be safe, provide personal security, and limit conflict between cyclists and others.
Comfort	Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres.

A summary of all the options considered and reasons for selecting the preferred alignment is summarised below:

³ Workshop dated March 2013

⁴ These are consistent with Cycle Network and Route Planning Guide (CNRPG), LTSA 2004

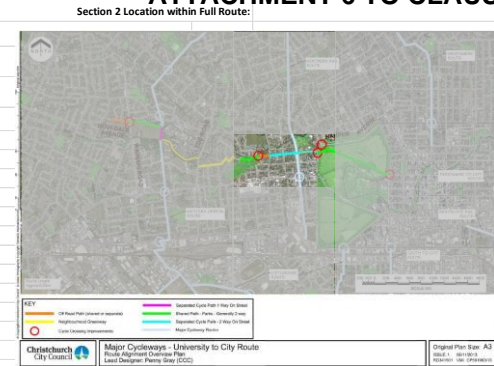
OPTION ASSESSMENT TABLE																		
Route: Uni-Cycle Route																		
Location: High Level Route Selection - University to Boys High																		
		<p>Key:</p> <ul style="list-style-type: none"> █ Option 1 Kotare/ Kahu █ Option 2 Hinau/ Kahu █ Option 3 Hinau/Riccarton Bush 		<p>Section 1 Location within Full Route:</p> 														
<p>Assessment Criteria</p> <p>Safety Assessment</p> <p>Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.</p> <p>Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #90EE90;">✓✓</td> <td>Highly contributes to achieving the desired outcome</td> </tr> <tr> <td style="background-color: #90EE90;">✓</td> <td>Contributes to achieving the desired outcome</td> </tr> <tr> <td style="background-color: #FFFF00;">✓</td> <td>Could detract from achieving the desired outcomes but can be managed through design</td> </tr> <tr> <td style="background-color: #FFD700;">x</td> <td>Detracts from achieving the desired outcome</td> </tr> <tr> <td style="background-color: #FFA500;">xx</td> <td>Significantly detracts from achieving the desired outcome</td> </tr> <tr> <td style="background-color: #FF0000;">xx</td> <td>Is a fatal flaw in achieving the desired outcomes</td> </tr> </table>							✓✓	Highly contributes to achieving the desired outcome	✓	Contributes to achieving the desired outcome	✓	Could detract from achieving the desired outcomes but can be managed through design	x	Detracts from achieving the desired outcome	xx	Significantly detracts from achieving the desired outcome	xx	Is a fatal flaw in achieving the desired outcomes
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x	Detracts from achieving the desired outcome																	
xx	Significantly detracts from achieving the desired outcome																	
xx	Is a fatal flaw in achieving the desired outcomes																	
Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery													
<p>Option 1</p> <p>xx</p> <p>Option 1 would require 1480 m of heavily trafficked collector and arterial routes to be fitted with cycle path, including Arts Rd / Creyke Rd / Clyde Rd / Kotare St</p>		<p>x</p> <p>Longer than Options 2 & 3</p>	<p>✓</p>	<p>✓✓</p>	<p>Land purchase at Arts Rd / Creyke Rd / Clyde Rd / Kotare S</p>													
<p>Option 2</p> <p>✓</p> <p>reduced length of arterial road</p>	<p>✓</p>	<p>✓</p> <p>superior to option 1, but longer than option 3</p>	<p>✓✓</p> <p>fewer path crossings</p>	<p>✓✓</p> <p>local streets</p>	<p>✓✓</p>													
<p>Option 3</p> <p>✓✓</p> <p>does not include arterial road and the replacement of existing cycle lanes</p>	<p>✓✓</p> <p>Offers the highest level of route continuity and offers the highest level of route continuity and coherence (it is of similar traffic volumes and road classification along the entire length, including the Hagley Park paths)</p>	<p>✓✓</p> <p>slightly shorter than the other options</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>													
<p>Safety Considerations</p> <p>Traffic volumes</p> <p>Traffic speeds</p> <p>Separation from busier/faster traffic</p> <p>Suitable crossing facilities mid-block and intersection facilities</p> <p>Limited conflicts between cyclists and other road users</p> <p>Can other road users expect use of the road by cyclists</p>		<p>Coherence Considerations</p> <p>Link origins and destinations</p> <p>Suitable gradients</p> <p>Few complicated manoeuvres</p>		<p>Directness Considerations</p> <p>Matches desire lines</p> <p>Minimal delays door to door, how many crossings and what priority is given?</p> <p>Cycle parking facilities at destinations</p>		<p>Comfort Considerations</p> <p>Continuous</p> <p>Recognisable</p> <p>Smooth ride</p> <p>Offers consistent standard of protection</p> <p>Impact from other traffic (noise and fumes)</p> <p>Exposure to elements</p> <p>Interruptions</p>		<p>Attractiveness Considerations</p> <p>Compliment surroundings</p> <p>Enhanced public security</p> <p>Attractive</p> <p>Pleasant cycling experience</p> <p>Consistent lighting</p> <p>Activities at schools/in the community at night</p>		<p>Risk Considerations</p> <p>Local acceptance</p> <p>Consents</p> <p>Land purchase/easements required</p> <p>Amount of disturbance during construction</p>								
<p>Outcome - Option 3 considered to meet the desired outcome better than Option 1 and Option 2</p>																		

OPTION ASSESSMENT TABLE

Route: **Uni-Cycle Route**
 Location: High Level Route Selection - Boys High to Hagley Park



Key:
Option 1 Kilmarnock St
Option 2 Matai St West– Kilmarnock St
Option 3 Matai St West– Kilmarnock St



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
x	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓ higher traffic volumes	✓ Use of Kilmarnock St would replace existing cycle lanes and therefore reduce the proportion of the road network covered by some type of cycle facility	x greater distance to reach the schools, it may not attract as many new users as a similarly direct route on Matai St.	✓	✓✓ well used by existing cyclists and as such would be more recognisable for many people	✓✓
Option 2	✓	✓	✓ Another signalised crossing would be required to aid Kilmarnock St westbound riders to access the Matai St West path	✓✓	✓✓ Combinatio of options 1 & 3	✓✓
Option 3	✓✓ Safety in numbers due t oproximity to school	✓✓ Matai St continuous cycleway	✓✓ Is the most direct route	✓✓ Proposed Deans Ave signalised crossing will provide increased safety and convenience for existing users	✓✓ Cannels cycle path users past Girls High rather than making Girls High a —spur to other options	✓✓

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

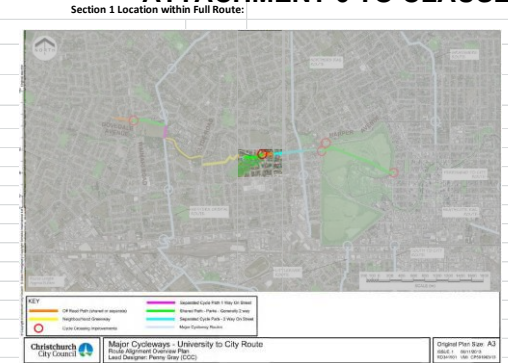
Outcome - Option 3 considered to meet the desired outcome better than Option 1 and Option 2

OPTION ASSESSMENT TABLE

Route: **Uni-Cycle Route**
 Location: Section 1 -Between Kahu Road and Kotare/Ngahere



Key:
Option 1 Path through Riccarton Bush
Option 2 Kahu Road, two-way SBF



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes

(Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
x	Is a fatal flaw in achieving the desired outcomes

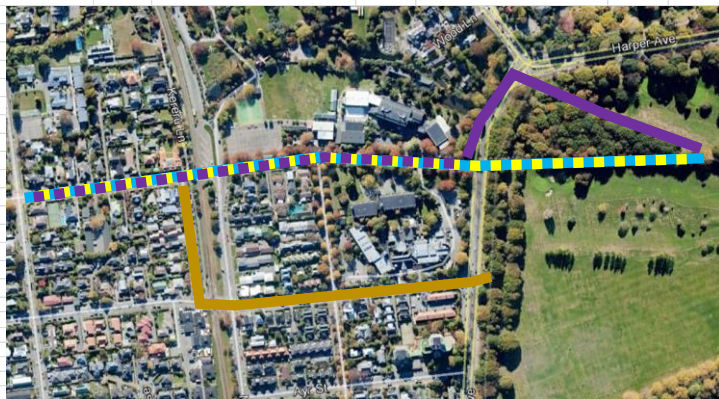
	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓✓ Separated from traffic, signalised crossing to access the Bush, no driveways to cross. Crossing also benefits pedestrian access to the Bush.	✓ Connects to the university well, no detouring, delivers direct access to Riccarton Bush	✓✓ Route is direct, one priority crossing included.	✓✓ Comfortable as less traffic interface and 3m path to be provided.	✓ Highly attractive route however limited surveillance from the adjacent properties therefore personal security may be a concern to users.	x Reliant on easements through Riccarton Bush,
Option 2	✓ Separated from traffic, signalised crossing to cross Kahu Road, 8 driveways to cross. Crossing provides benefits to school students on foot or cycling northbound.	✓ Connects to the university well, no detouring, delivers direct access to Chch Boys High	✓✓ Route is direct, one priority crossing included.	✓ Less comfortable as 11,000 vehicles per day on adjacent carriageway.	x Active surveillance from the adjacent properties. Street itself is not unattractive however traffic volume of 11,000 vehicles per day detracts from the level of attractiveness.	x Loss of parking outside school likely to be resisted. Kahu Road bridge is a historic item and replacement could be complex and costly

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 1 considered to meet the desired outcome better than Option 2

OPTION ASSESSMENT TABLE

Route: **Uni-Cycle Route**
 Location: **Section 2 -Deans Ave Crossing**



Key:
Option 1 Matai St Signals
Option 2 Matai St Underpass
Option 3 Kilmarnock St
Option 4 Harper Ave



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
xx	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓ Good level of service - signal controlled crossing facility. Cyclists will have to wait for green light.	✓ Yes direct access to large education facility at Girls High. Access to Mona Vale from Matai Street (east).	✓✓ Direct route through to University and connection to Northern Rail Route.	✓✓ Yes direct access to large education facility at Girls High, and direct route through to University and connection to Northern Rail Route. Access to Mona Vale from Matai Street (east).	✓✓ es direct access to large education facility at Girls High, and direct route through to University and connection to Northern Rail Route. Access to Mona Vale from Matai Street (east).	✓ Changes to kerb and channel and footpath alignments. Changes required at Harper/Fendalton to support mid-block crossing for safety.
Option 2	✓✓ Easier and safer to cross the road. Uninterrupted flow.	✓ Yes direct access to large education facility at Girls High, and connection to Northern Rail Route.	✓✓ Direct route through to University	✓ Cyclists should ideally be at the same grade when crossing or only have a minor level change.	x Issues relating to personal safety, amenity (dark, poorly maintained)	xx Land drainage - affecting drainage patterns by raising the road. Would need ongoing pump to keep water out of the underpass. Current water table? Significant works in Hagley Park, including removal of trees.
Option 3	x Existing cycle crossing present but could require additional works to improve level of service. People will still cross Deans Avenue at Matai Street (east), not addressing a current safety issue.	✓ Yes direct access to large education facility at Girls High and connection to Northern Rail Route.	x Much less direct for School. Minor inconvenience for Central City to University users.	✓ Separated cycleways are proposed as a standard treatment on collector routes on MCR's.	✓ Separated cycleways are proposed as a standard treatment on collector routes on MCR's.	x Trees and landscaping dependent upon services.
Option 4	x Intersection of district arterials. Slip lane would need to be controlled for improved level of service for peds/cycles crossing the road. People will still cross Deans Avenue at Matai Street (east).	xx Poor	xx No. Significant diversion from Central City to schools and University.	✓ Shared paths are in the MCR design toolkit.	✓ Natural surveillance above ground. Additional time spent within the park.	x Existing paths provided. Widening of paths could be an issue due to riverbank. Paths need to be repaired.

Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
			Interruptions		

Outcome - Option 1 considered to meet the desired outcome better than Options 2-4

3.3 Issues (and Gaps) to be resolved (by Sub Section)

Issues that are known to the project team that are yet to be resolved include:

- Section 1 – University to Riccarton Bush
 - Loss of on-street parking through greenway section
 - Difficulties amending the Clyde Road crossing due to implementation process of crossing. Issues accommodating shared path on west side as no acceptance from residents
 - University of Canterbury Master Plan
 - Agreements required with University of Canterbury and addressing Waimairi Road.
- Section 2 – Riccarton Bush to Central City
 - Crossing of Deans Avenue to be approved
 - Loss of on-street parking on Matai Street at Girls High
 - Removal of Silver Birch trees at Boys High

4 Proposed Treatment

4.1 Current Status of proposed treatments

Detailed designs are currently being developed for both route sections. It is possible that the current proposed treatments (described below) may be subject to further alterations during this process.

4.2 Section 1- University to Riccarton Bush)

Dovedale Road

- Provide shared path along frontage by widening the existing path from Waimari Road to pedestrian/cycle access at the western end of frontage.

Waimari Road Crossing

- Install signal controlled mid-block crossing to connect pathway to Dovedale proposed shared path. The signals will be linked with the traffic signals at intersections either side of Dovedale Road.

Ilam Road and Ilam Fields

- Ilam Road scheme is completed but a new innovation of a cycle zebra crossing should be launched at University Drive to improve connections.
- The existing path through Ilam Fields (approximately 2 metres wide) will be widened to 3 metres (minimum).

University Drive

- Proposed to improve the path alongside the Avon River, until sections become too narrow and there are difficulties with levels so it would then move onto University Drive.
- University Drive is posted at 30kmh and there are some traffic calming features. There is potential to reduce speeds further so cyclists feel safe on the road.

Clyde Road

- Provision of a wide shared path on the west side of the carriageway. Could require boundary hedges to be relocated behind boundaries to achieve full width path.

Hinau Street

- Proposed to install a shared path on the northern side of Hinau Street from the bend in the road at number 60. Additional traffic calming is to be provided for on-road cyclists to slow vehicles down.
- The shared path on northern side on approach to Clyde Road to connect with the new signals. Cycle symbols will need to be added at the crossing.

Ngahere Street, Totara Street, Miro Street

- New and additional signage at intersection with Totara Street. Additional traffic calming to be provided to aim for 20kmh design speed.
- Ngahere Street still has old dish channel, no works proposed for MCR but when street upgraded chance to further calm the street.

4.3 Section 2 – Riccarton Bush to Central City

Kahu Road Crossing & Riccarton Bush

- Proposed signal controlled crossing and advanced warning signs on Kahu Road.
- Provision of a new pathway through Riccarton Bush to be developed alongside Riccarton Bush Trust.

Straven-Kahu link

- It is proposed to remove the Silver Birch trees to widen the path.
- The lighting needs to be improved along the link.

Matai Street West (this link is complete)

- To improve the link it is proposed that the kerb outside 48 Matai Street is reshaped.

Mona Vale Crossing

- It is proposed to narrow the intersection but allow for bus turning circle, to reduce crossing distances to the railway crossing.
- It is proposed that the existing staggered rail crossing is upgraded to a barrier arms for cyclists. This needs to be agreed with Kiwirail.
- The level crossing to be widened for cyclists and the centre of the track improved.
- This is where two major cycle routes meet (University MCR and Northern Rail Route MCR). It is proposed to improve visibility via vegetation removal and path alignments.

Matai Street East

- Restrict traffic potentially to left out only from Matai Street (east) to narrow road at the entrance and provide additional width at the crossing. Contra-flow cycling will be permitted.
- Provision of a two-way path on the southern side with additional traffic calming features from the crossing to the west side of the school entrance. The path then moves to the northern side and becomes a shared path to the railway line. Additional traffic calming is to be provided on-street for cyclists in the carriageway. Overall design speed proposed for the road is 20kmh.

Deans Avenue Crossing at Matai Street (east)

- New signalised crossing at Matai Street preferred option as Fendalton Road and Kilmarnock Street crossings are away from the desire line. To support the works, additional work is required at the Deans Avenue/Fendalton Road/Harper Avenue intersection including signalisation of the slip lane on Harper Avenue.

Hagley Park

- Provide ideally a 4 metres path (3 metres minimum path) or two separate paths, one for cyclists and one for pedestrians. The path alignment connects Victoria Lake to Matai Street (east).

Rolleston Avenue

- Transitional City project proposed (no longer been taken forward) a two-way path on west side of the road. This should be progressed to scheme design to provide a good quality link from Hagley Park to the Avon River Park.

Worcester Boulevard (Montreal to Rolleston)

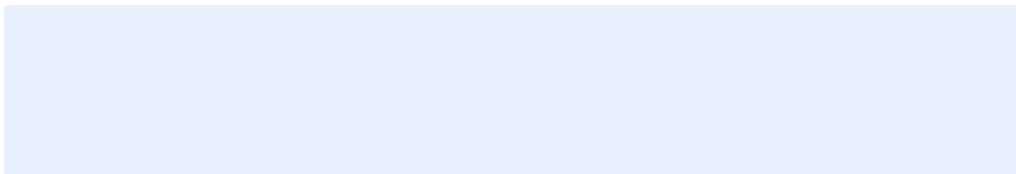
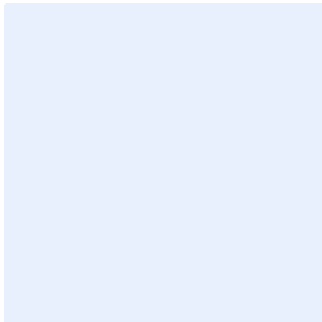
- A proposal that has been sent to CCDU in relation the Accessible City Chapter for consideration is the potential to change direction of vehicle flow to allow cars to travel in the same direction of tram on the southern side, and put a two-way shared path on the northern side. This is due to concerns and crash risk between tram tracks and cyclists.

Appendix A – Route Sub Section Prioritisation MCA

Route	Section No.	Section description	High use potential within route	Route Completeness	Ease of delivery	Comments	Ranking within route
Uni - Cycle	Section 1 (possible split into two sections?)	City to University (Section 1 = Armagh Street Bridge to Riccarton Bush inclusive and section 2 = Riccarton Bush to University)	1	1	1	Crossing of Deans Avenue not being approved	1
						Loss of on-street parking on Matai Street at Girls High	
						Removal of Silver Birch trees at Boys High link not being supported	
						Resolution required through Riccarton Bush as Kilmarnock Street not appropriate	
						Loss of on-street parking through greenway section	
						Difficulties amending the Clyde Road crossing due to implementation process of crossing. Issues accommodating shared path on west side as no acceptance from residents	
						University of Canterbury Master Plan	
						Agreements required with University of Canterbury and addressing Waimairi Road.	

Major Cycleway Route Option Selection Papanui Parallel Route

Christchurch Major Cycle Routes



Approval

PREPARED BY:	REVIEWED BY:	ENDORSED BY:	APPROVED BY:
John Falconer			
[JOB TITLE]	[JOB TITLE]	STAKEHOLDER PROJECT SPONSORS	DELEGATED AUTHORITY - STAKEHOLDERS
DATE:	DATE:	DATE:	DATE:
16 October 2014			

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1 Route Objective

The Papanui Parallel Route provides a safer option for cyclists travelling into the city centre from Papanui and the northern suburbs, this cycleway offers a direct alternative to the arterial roads.

It is expected to attract many new commuters, shoppers and recreational cyclists alongside those attracted to it for its level of service. There is also a connection to the Northern Rail Route and Airport Route at Papanui. The Grassmere Route provides access to the shopping area at Papanui including Northlands Mall, Papanui High School, Graham Condon Leisure Centre, Paparoa School, Rutland Reserve, St Albans School, and Edgeware Village.

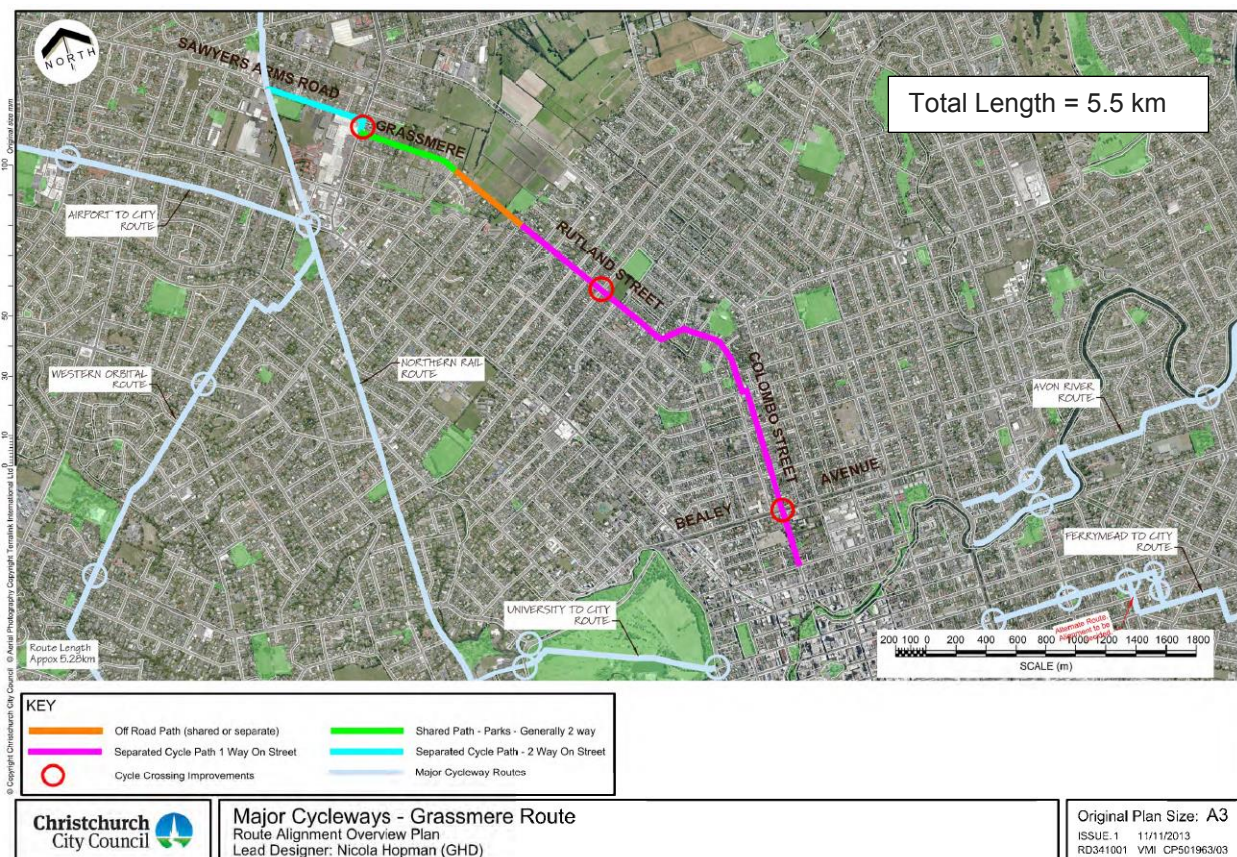
The construction of the pathway will provide a northern strategic link within the local cycle (and walking) network to allow commuting, utility and recreational cycling. It will provide a new opportunity for cyclists to travel between north & south in a relatively direct route. It will also provide an off road option for some cyclists currently using arterial routes and is expected to provide an attractive new opportunity to encourage non- cyclists to cycling.

2 Current Status

2.1 Current Alignment(s)

The current alignment being progressed is shown below:

The process used to establish this route is described later in Section 4.



Note that detailed design is not yet complete and minor alterations may be required to address any issues that arise.

2.2 Priority relative to other MCRs

This route is ranked first equal in terms of meeting the MCR project objectives out of all 13 MCRs. Therefore, it has been selected as one of four priority routes to be included in an advanced programme.

Ranking	1=	1=	3	4	5	6=	6=	8=	8=	10	11	12	13
Route Name	Uni - Cycle	Papanui Parallel	Rapanui - Shag Rock Cycleway	Quarryman's Trail	Northern Line Cycleway	Little River Link	Heathcote Expressway	Nor'West Arc	Southern Line Cycleway	Southern Lights	Avon - Ōtākaro Route	Wheels to Wings	Ōpāwaho River Route

The ranking of each MCR was determined from a Multi Criteria Assessment (MCA) conducted at a workshop¹ attended by key Council staff.

This determined how well (Excellent ★★★★★, Good ★★★, or Minimal ★) each route aligned with the following key MCR objectives:

Strategic Fit (Excellent)	★★★★★
Contributes to improved choice, access, safety, health, sustainability, and economic development/vitality	
High Use Potential (Excellent)	★★★★★
Cycle models results indicate a high level of use potential.	
Travel Time Reliability/Congestion Relief (Excellent)	★★★★★
Would contribute to reducing congestion on busy parallel route (Papanui Road and Cranford Street)	
Improving Safety (Excellent)	★★★★★
Would contribute to reducing level of cycle crashes on busy parallel route (Papanui Road and Cranford Street)	
Economic Support (Excellent)	★★★★★
This route will support the Edgware Village Master Plan as it located on the route. The route also passes to the north of Papanui KAC	

¹ Workshop dated March 2013

2.3 Programme Status (by Sub Section)

The proposed sequence of construction for each sub-section has been prioritised from a Multi Criteria Assessment (MCA) conducted at a workshop² attended by key Council staff

Each sub-section was prioritised according to potential use, route completeness and ease of delivery.

Full results are included in Appendix A

The current route cost and timeframe is summarised below:

Sub Section	Priority	Tot Cost (\$ m)	Construction Date	CurrentPhase
Grassmere to Rutland	1	TBC	TBC	Detailed Design
Bealy to Edgware	2	TBC	TBC	Scheme Assessment (in progress)
Trafalgar to Tomes (Edgware to McFaddens)	3	TBC	TBC	Scheme Assessment (in progress)
Grants to Main North	4	TBC	TBC	Scheme Assessment

² Workshop dated March 2013

3 Route Selection Process

3.1 Alternatives and Options Analysed

The route was identified as the only feasible option during the Northern Arterial Study. This study identified the need to provide safe cycle facilities that support the Northern Arterial.

3.2 Route Sub Sections (description, priority, length, status)

The route has been broken down to 4 sub sections to address various issues and constraints relating to route choice and sequence of construction.

While no other options for route alignment were considered, multiple options have been considered for treatment of each sub-section. The scheme assessment reports contain the details relating to each treatment option and how the preferred option for treatment was selected.

The preferred alignment was assessed against the five main requirements³ from the Christchurch Cycle Design Guidelines (2013) as summarised below:

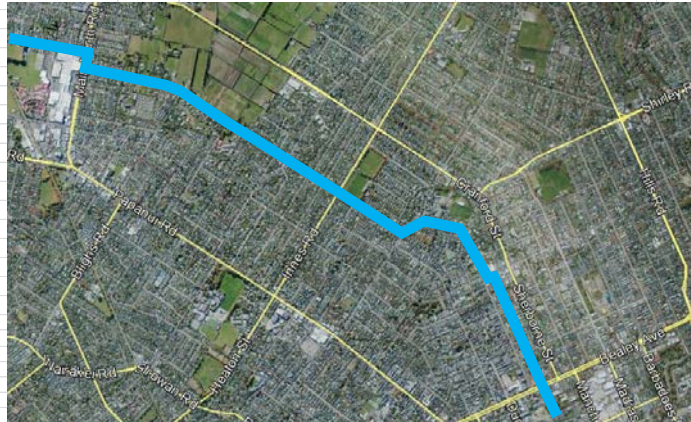
Requirement	Description
Coherence	Cycle routes should be continuous, recognisable, link potential origins and destinations, and consider standard of protection throughout.
Directness	Directness Cycle routes should be direct based on desire lines, and result in minimal delays door to door.
Attractiveness	Attractiveness Cycle routes should integrate with and complement their surroundings, enhance public security, look attractive and contribute in a positive way to a pleasant cycling experience.
Safety	Cycle routes should be safe, provide personal security, and limit conflict between cyclists and others.
Comfort	Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres.

A summary of how well the route met these criteria is summarised below:

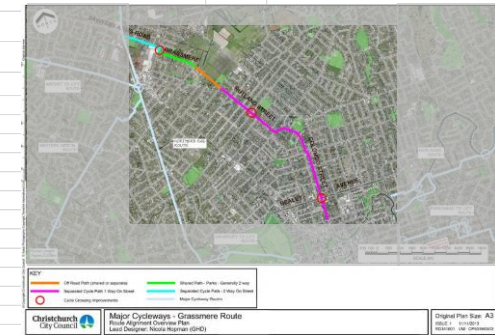
³ These are consistent with Cycle Network and Route Planning Guide (CNRPG), LTSA 2004

OPTION ASSESSMENT TABLE

Route: **Papanui Parallel**
 Location: High Level Route Selection



Key:
Option 1 Papanui Parallel



Assessment Criteria

Safety Assessment

Safety is either red or green. If red, no need to complete the rest of the table. Before dismissing the option on safety, consider design solutions to determine if it could be made safe.

Comparative assessment outcomes (Note that the desired outcomes relates to meeting the MCR design objectives)

✓✓	Highly contributes to achieving the desired outcome
✓	Contributes to achieving the desired outcome
x	Could detract from achieving the desired outcomes but can be managed through design
xx	Detracts from achieving the desired outcome
xx	Significantly detracts from achieving the desired outcome
xx	Is a fatal flaw in achieving the desired outcomes

	Safety (minimum requirement)	Coherence & Connectivity	Directness (distance and time)	Comfort	Attractiveness & Social Safety	Risks to Delivery
Option 1	✓✓ Separated from busy adjacent routes (Cranford St and Papanui Rd)	✓✓ Good	✓✓ Direct Route	✓✓ Good	✓ Attractive Route, good security	Not approved by the Community Board due to two residents along the pathway not in favour of the path. Construction timescales due to fish spawning site. Cost and loss of parking (Bealy to Edgeware)
	Safety Considerations	Coherence Considerations	Directness Considerations	Comfort Considerations	Attractiveness Considerations	Risk Considerations
	Traffic volumes	Link origins and destinations	Matches desire lines	Continuous	Compliment surroundings	Local acceptance
	Traffic speeds	Suitable gradients	Minimal delays door to door, how many crossings and what priority is given?	Recognisable	Enhanced public security	Consents
	Separation from busier/faster traffic	Few complicated manoeuvres	Cycle parking facilities at destinations	Smooth ride	Attractive	Land purchase/easements required
	Suitable crossing facilities mid-block and intersection facilities			Offers consistent standard of protection	Pleasant cycling experience	Amount of disturbance during construction
	Limited conflicts between cyclists and other road users			Impact from other traffic (noise and fumes)	Consistent lighting	
	Can other road users expect use of the road by cyclists			Exposure to elements	Activities at schools/in the community at night	
				Interruptions		
Outcome - Option 1 has been identified during northern access planning and is the only route considered						

3.3 Issues (and Gaps) to be resolved (by Sub Section)

Issues that are known to the project team that are yet to be resolved include:

- Section 1 - Bealy to Edgware
 - Loss of on-street parking with commercial and health facilities on the link.
 - Alignment with Edgware Village Master Plan. Work with master plan lead.
 - Northern Arterial and downstream works.
- Section 2 Trafalgar to Tomes (Edgware to McFaddens)
 - Loss of parking in front of retail premises and for the park.
 - Design of Innes Road/Rutland Street intersection.
 - Connection to the Grassmere-Rutland link to be finalised.
- Section 3 Grassmere to Rutland
 - Addressing neighbour concerns regarding safety and privacy.
 - CPTED issues and lighting to be resolved.
 - Consents required for work in waterway and fish spawning site.
 - Longer term issue of sewer works.
- Section 4 Grants to Man North Road
 - Loss of on-street parking in residential street, in front of commercial properties and Northlands Mall.
 - Cross-section for Sawyers Arms Road.
 - Intersection design for Main North Road/Grassmere Street/Sawyers Arms Road.

4 Proposed Treatment

4.1 Current Status of proposed treatments

Detailed designs are currently being developed for both route sections. It is possible that the current proposed treatments (described below) may be subject to further alterations during this process.

4.2 Section 1- Bealy to Edgware

Colombo Street

- Separated Cycle lanes, both sides
- Edgware signals as per Edgware Master Plan

4.3 Section 2 – Trafalgar to Tomes (Edgware to McFaddens)

Trafalgar Street

- Greenway option. Additional traffic calming features

Rutland/St Albans intersection

- Shared path on east side to provide off-road facility at roundabout.
- Removal of roundabout and prioritise Rutland Street to St Albans Street (west).

Rutland Street

- On-road separated cycleway both sides, retain parking on one-side

4.4 Section 3- Grassmere to Rutland

Grassmere/Rutland Link

- Off-road shared path.

Grassmere Street

- Option 1 - Two-way path on northern side of road.
- Option 2 - Greenway treatment or path on on-side of the road. Close down to rat running traffic

4.5 Section 4- Grants to Man North Road

Grassmere Street to Sawyers Arms Road

- Provide shared path along frontage by widening the existing path from Waimari Road to pedestrian/cycle access at the western end of frontage.

Sawyers Arms Road to Railway Crossing

- Option 1 - Remove parking on southern side from railway line to Main North Road to provide on-road two-way path. Intersection with Sissons Drive may require upgrade to traffic signals or prioritise on-road cycleway.
- Option 2 - Remove parking on northern side from railway line to Main North Road to provide on-road two-way path

Appendix A – Route Sub Section Prioritisation MCA

Route	Section No.	Section description	High use potential within route	Route Completeness	Ease of delivery	Comments	Ranking within route
Papanui Parallel	Section 1	Grassmere to Rutland (Grants Rd int. to MacFaddens Int.)	1	1	1	Addressing neighbour concerns regarding safety and privacy	1
						CPTED issues and lighting to be resolved	
						Consents required for work in waterway and fish spawning site	
						Longer term issue of sewer works	
	Section 2	Bealey to Edgeware	1	1	2	Loss of on-street parking with commercial and health facilities on the link	2
						No alignment with Edgeware Village Master Plan. Work with master plan lead.	
						Implications of Northern Arterial and downstream works for traffic volumes on the local roads	
	Section 3	Edgeware to Grassmere (McFaddens Int.)	2	2	2	Loss of parking in front of retail premises and for the park	3
						Resolution of design of Innes Road/Rutland Street intersection	
						Connection to the Grassmere-Rutland link to be finalised	
	Section 4	Grassmere to Sawyers Arms Road (Grants Int. to railway crossing)	3	2	3	Loss of on-street parking in residential street, in front of commercial properties and Northlands Mall	4
						Resolve cross-section for Sawyers Arms Road	
Resolve intersection design for Main North Road/Grassmere Street/Sawyers Arms Road							

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

7. AN ACCESSIBLE CITY – FIRST PHASE TRANSPORT PROJECTS: COLOMBO STREET – FROM HEREFORD STREET TO ST ASAPH STREET, LICHFIELD STREET – FROM DURHAM STREET TO MANCHESTER STREET, AND TUAM STREET – FROM DURHAM STREET TO BARBADOES STREET, INCLUDING MANCHESTER STREET FROM LICHFIELD STREET TO ST ASAPH STREET

		Contact	Contact Details
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1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the recommendation of the Infrastructure, Transport and Environment Committee to the Council to approve the scheme designs for the following three An Accessible City projects: Colombo Street – from Hereford Street to St Asaph Street, Lichfield Street – from Durham Street to Manchester Street / (Madras Street), and Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street as in **Attachment 1**.
- 1.2 Further, that the Infrastructure, Transport and Environment Committee recommends that the Council approve traffic control and parking restriction changes associated with these projects.
- 1.3 The origin of this report is the decision of the Council on 11 September 2014, which approved consultation for these three schemes, after noting details of the concept designs and the Council's previous resolution to consult on the remaining An Accessible City First Phase transport projects.

2. EXECUTIVE SUMMARY

- 2.1 These projects feature in the An Accessible City (AAC) amended first phase programme of transport projects which was approved by the Council at its meeting on 22 May 2014.
- 2.2 At its meeting on 11 September 2014, the Council endorsed consultation being undertaken on the draft concept designs for three projects intended to effect early changes to the Central City transport network as contained in An Accessible City - the transport chapter of the Christchurch Central Recovery Plan. The changes relate to Colombo Street – from Hereford Street to St Asaph Street, Lichfield Street – from Durham Street to Manchester Street, and Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street.
- 2.3 These traffic network changes feature early in the AAC street-works implementation, in order to support principally the Bus Interchange opening which is scheduled for April 2015. A report submitted to the Council in May 2014 obtained approval from the Council to add works on Tuam, Colombo and Lichfield Streets to the first phase of AAC projects so that buses would be able to access the Bus Interchange on a number of new approach routes when it opens. The proposals for Hospital Corner and Hagley / Moorhouse Corner which the Council has separately approved, together with these three projects for sections of Colombo, Lichfield, Tuam and Manchester Streets, are therefore time critical.
- 2.4 Some components of the proposed changes, such as the traffic direction on Tuam Street, are outlined in the Christchurch Central Recovery Plan. The detail of these changes (for example alterations to on-street car parking and changes to traffic signals and lane markings) are not. The Council has consulted on these projects in accordance with the requirements of the Local Government Act 2002.

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- 2.5 Consultation was undertaken from Wednesday 17 September to Wednesday 8 October 2014 over the proposed changes to:
- 2.5.1 Colombo Street – from Hereford Street to St Asaph Street;
- 2.5.2 Lichfield Street – from Durham Street to Manchester Street; and
- 2.5.3 Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street.
- 2.6 Key submission issues included the proposed location of the west – east separated cycle facility on Tuam Street, particularly near the Bus Interchange and Justice and Emergency Precinct, and the lack of separated cycle facilities on sections of Colombo Street and Lichfield Street. Loss of on-street car parking and the proposed “no left turn” vehicle movement prohibition from Lichfield Street onto Colombo Street (north) were also highlighted in the feedback, along with provision for coach and tour buses adjacent to the Bus Interchange on Lichfield Street.
- 2.7 This report summarises the submissions received and proposed changes to the three concept designs to meet some of those concerns. It also makes recommendations on the appropriate register of traffic changes required under the Council’s Traffic and Parking Bylaw of 2008.

3. BACKGROUND

- 3.1 In May 2014, the Council approved the revised First Phase Transport Projects for *An Accessible City* (the transport chapter of the Christchurch Central Recovery Plan). **Attachment 2** is the AAC Consultation No. 2 booklet which includes a map of the project areas on page eight. Staff received approval to engage the public on all of these First Phase Transport Projects on 11 September 2014.
- 3.2 It was resolved (Clause 25) that the Council:
- 25.1 *Receive the report and note the following:*
- 25.1.1 *The timetable for opening the Bus Interchange is April 2015. The completion of Transport Projects 9 (Tuam Conversion, Durham – Madras), 10 (Lichfield Street, Manchester – Oxford) and 11 (Colombo Street, Hereford – St Asaph) are critical to buses from the west being able to access the interchange when it opens.*
- 25.1.2 *It is proposed that a further briefing to Councillors will be undertaken on Transport Project 3 (Cambridge /Durham) and Transport Project 4 (Manchester Street) prior to any consultation starting.*
- 25.1.3 *Significant aspects of the proposed concept designs for the Transport Projects implement An Accessible City and the Council’s provision for the works in the Three Year Plan and the Annual Plan, and that the scope of reasonably practicable options available for these works is limited as a result of the Council’s obligations under the Canterbury Earthquake Recovery Act and the provisions in the Recovery Plan.*
- 25.1.4 *The details of the concept designs and the Council’s previous resolution to consult on the remaining transport projects.*
- 3.3 Proposed transport changes in the three project areas were outlined to the Hagley / Ferrymead Community Board on 15 September 2014.

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- 3.4 All of the transport projects have been developed from An Accessible City. Decisions on the Annual Plan and the Long Term Plan for transport matters in the Central City cannot be inconsistent with An Accessible City. Council decisions have provided for An Accessible City transport projects in the Long Term Plan and in the Annual Plan. Accordingly, the range of reasonably practicable options for the Council's decisions under the Local Government Act are limited for some components of the proposed concept designs for the Colombo, Lichfield, Tuam and (part) Manchester Street schemes. Identification of options and alternatives when developing the transport projects was considered within the context of An Accessible City. The following matters contained in the An Accessible City chapter of the Central City Recovery Plan should be noted in the assessment of submissions in respect of these three schemes:
- 3.4.1 Tuam Street will become a west-east one-way street to replace the current Oxford Terrace / Lichfield Street one-way route.
- 3.4.2 The locations of Te Papa Ōtākaro / Avon River Precinct, the Stadium and the Bus Interchange mean that Oxford Terrace/Lichfield Street will cease to function as a one-way route for general eastbound traffic.
- 3.4.3 The map of the key public transport network in the Central City (page 15 of AAC) shows the public transport routes.
- 3.4.4 Deployment of the five Avenues as arterial routes for travel around the Central City.
- 3.4.5 A 30 kilometres per hour slow core in the heart of the Central City.

4. COMMENT

Consultation

- 4.1 Consultation on concept plans for the three transport projects took place from Wednesday 15 August to Monday 8 September 2014.
- 4.2 More than 4,000 project flyers were delivered to residents and businesses in and around the project areas.
- 4.3 These were followed by the hand delivery of consultation booklets to all residents and businesses directly affected by the three schemes. In addition, consultation booklets were posted to all directly affected property owners.
- 4.4 A summary outlining methods used to inform stakeholders about the projects, and information about staff presentations and the three community drop-in sessions, is included in **Attachment 3**.
- 4.5 Sixty five submitters commented on one, two or all three projects. Of the 44 who provided responses on Colombo Street, 15 generally supported the consultation plans, five provided conditional support, 10 generally opposed the plans while 14 did not indicate a view. The 36 submitters who commented on the Lichfield Street plans included 10 respondents who were generally supportive, six who gave conditional support, eight who were generally opposed and 12 who did not indicate a view. Forty seven submitters provided feedback on the Tuam Street and (a section of) Manchester Street plans: 11 were generally supportive; seven provided conditional support; 17 were generally opposed and 12 did not indicate a view.
- 4.6 The following discussion of feedback should be considered in conjunction with the summary of issues raised during consultation and project team responses (refer **Attachment 4**).

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- 4.7 A number of submitters including the Carter Group, the cycling advocacy group Spokes and the Inner City West Neighbourhood Group raised concerns that although the street plans consulted on were informed by An Accessible City, they could not be fully considered as the submitters could not see the changes proposed to the rest of the Central City network. Several respondents were unsure what transport modelling had been undertaken and wanted assurance that the transport network would operate efficiently. The Council and the Canterbury Earthquake Recovery Authority (CERA) representatives have since met with representatives of the Carter Group and Spokes to better understand their concerns and provide additional clarity around the proposals, supporting traffic modelling and the relationship between these proposals and the wider AAC planning.
- 4.8 In response to such submissions, it is important to note that *An Accessible City* (AAC) outlines the philosophy of the functionality and design changes to be applied to each type of street in the Central City. Given the number of street changes which would represent the implementation of the entire AAC plan, it is not possible to present equivalent concept designs at a similar level for all of the remaining central city streets at this time. Further street improvements will need to be phased over the coming years and be reflected as appropriate in the Council's future Long Term Plans. Each set of changes would therefore be subject to individual scheme consultation, just as is the case for the current first phase transport projects.
- 4.9 As part of developing the AAC transport projects, traffic modelling has been undertaken to ensure the network would work efficiently and according to the function allocated to each street in An Accessible City. This modelling takes into account the type and scale of activity anticipated on each street and the anticipated pattern, type and scale of land uses proposed through the Christchurch Central Recovery Plan and the wider Greater Christchurch Urban Development Strategy. Sensitivity testing has, and continues to be, applied to transport and land uses changes as the level of information around new developments, including the Central City anchor projects, increases. These assessments look to a horizon year of 2031 in the assessment of those transport effects and examine anticipated levels of service for various road user groups.
- 4.10 Several submitters including the Automobile Association also remarked that it was difficult to consider the consultation plans for Colombo, Lichfield and Tuam Streets because there is no finalised Parking Plan. That is correct insofar as the Parking Plan is still in draft form. The consultation material stated that the Draft Christchurch Central Parking Plan was available as a public document - however it was acknowledged this is not easy to locate. Submitters raising this specific issue were advised that it can be found on the Earthquake Recovery Committee of the Whole (ERCOW) agenda for 7 August 2014.
- 4.11 In this respect, the Council through the former Environmental Committee has undertaken stakeholder engagement over the Draft Christchurch Central Parking Plan, where the Automobile Association contributed to a workshop over the Draft Plan's content. Seventy five people attended that workshop on 9 September 2014 and staff are in the process of responding to comments from the workshop and finalising the plan. This feedback will be presented to the Infrastructure, Transport and Environment Committee and the Council along with proposed amendments to the Draft Christchurch Central Parking Plan in early 2015.
- 4.12 For clarity, the draft Christchurch Central Parking Plan, even in its draft form, is intended to provide the key source of information for the Council, Crown and the development and business communities alike in gaining a shared understanding of ongoing parking needs and anticipated supply across the Central City as it recovers. This information also enables the private sector to make informed decisions about their own parking provision and may lead to opportunities to be involved in the provision of private and public parking facilities. The draft Parking Plan is a non-statutory, live document with a supporting parking model.
- 4.13 As a result of these proposed three schemes, 15 on-street parking spaces will be lost on Colombo Street, 12 spaces will be gained in Lichfield Street, 49 will be removed on Tuam Street and 19 spaces lost in Manchester Street.

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- 4.14 The Council's Parking Unit is recommending operating times for P60 parking metres in the three project areas according to whether their location is in the Retail Zone (Monday – Thursday 9am – 5pm, Friday – Sunday 9am – 8.30pm) or the Central Business District 'Default' Zone (Monday – Friday 9am – 5pm). The proposed operating times are specified in the resolutions in section six of this report.
- 4.15 Concerns about the loss of on-street car parking spaces, particularly on Colombo Street between Lichfield and St Asaph Streets, were raised by many submitters including businesses. Conversely, some submitters called for less on-street parking to improve facilities for cyclists. The project team has advised submitters that the removal of some existing on-street parking is a primary mechanism to support improved public spaces, including wider footpaths in the retail core, to accommodate additional street trees and safely accommodate cyclists on streets likely to have in excess of 5,000 vehicles per day on them. These features collectively contribute to the overall vision that Central Christchurch will become the thriving heart of an international city and therefore align with the 'Share an Idea' feedback by seeking more cycle facilities and greenery in the central city along with an improved pedestrian environment. The proposed loss of on-street car parks has been factored into the draft Parking Plan.
- 4.16 Submitters were generally very supportive of the separated cycle path along parts of Colombo Street and Tuam Street, but there was some concern over the interaction between cyclists and pedestrians within the proposed separated cycle path. The project team has advised that where car parking is located on the outside of the separated cycle path on Tuam Street the car occupants will need to cross the cycle path to access the footpath. The layout includes a one metre wide separation area where the occupants can wait to check the way is clear, which is a design approach based on international good practice. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists and the direction of travel, with all separated cycle lanes on these streets being one-way for cyclists. No parking is proposed alongside the Copenhagen-style cycle path on Colombo Street as there is insufficient remaining width within the road corridor to accommodate parking. At the signalised crossings for pedestrians between the intersections cyclists will be expected to give way to pedestrians as there will be crossings for pedestrians between the signals and the footpath.
- 4.17 Concerns were raised about the vulnerability of cyclists waiting alongside traffic at intersections. It is proposed that traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a time to reduce conflict at these points.
- 4.18 Several submitters commented that facilities for cyclists were inconsistent within the project area and the separated cycle path should be extended. The project team have responded that it is problematic to achieve uniform cycle facilities in networks where traffic and land use characteristics and demands differ. The important aspect is that a route is continuous and recognisable and has regard to the low speed nature of a number of streets in the Central City core.
- 4.19 Five submitters commented on the lack of cycle parking in the consultation plans. They were advised that cycle parking will be incorporated in plans in the detailed design phase and will be provided at regular intervals along streets in the Central City.

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- 4.20 Nine submitters on the Colombo and Lichfield schemes, including the Central City Business Association, J. Ballantyne & Co and Hereford Holdings, opposed the restricted left turn from Lichfield Street onto Colombo Street. They viewed this as unnecessary in a slow zone and confusing for visitors and network legibility. Several submitters added that drivers in the Central City should be able to turn left and right to make the city truly accessible. They added that restricting some turns would significantly increase travel distances and frustrate drivers. The project team advises that it will be increasingly necessary to maintain manageable traffic volumes in Colombo Street between Lichfield and Hereford Streets if the current proposals are implemented based upon a shared carriageway without the need for separated cycle paths (as is the case south of Lichfield Street). The proposals are intended to achieve an attractive mixed use street for pedestrians, cyclists and access vehicles. If the turn is permitted, the projected traffic volumes with key central city land uses in place are expected to increase to a level where cyclists would need some form of separated cycle path, even within the low speed zone. This would in turn require the removal of on-street parking, servicing and taxi stand proposals for that section of Colombo Street.
- 4.21 As a result of these submissions, meetings were held with several of the submitters regarding the left / right turning restrictions in the Central City. In the meetings, Council officers explained the reasons for the movement restrictions and the need to keep traffic volumes in Colombo Street between Lichfield Street and Hereford Street broadly under 5,000 vehicles per day (vpd) to avoid the need for separated Copenhagen-style facilities and the removal of the planned parking and servicing in this section. The submitters acknowledged this rationale as a long-term intent. However, as part of this discussion they raised the timing of the restrictions in relation to transitional recovery activities. In relation to the right turn from Lichfield onto Colombo Street, most submitters appreciated that installation of this turn would create unnecessary congestion and delays for traffic exiting the Crossing Car Park and so were content this restriction was likely to be necessary. As a consequence, most support the proposed lane and turning configuration on the east side of Colombo Street. However, in relation to the left turn from Lichfield Street to Colombo Street from the west side of Colombo Street, submitters in the follow-up meetings requested that reinstatement of the restriction be delayed until traffic volumes on Colombo Street north of this point warrant the imposition of the turning restriction.
- 4.22 Council officers have further investigated this suggestion, and propose in the resolutions here that the left turn will be temporarily permitted for light vehicles of up to 3,500 kilograms unladen weight. Heavy vehicles will need to be managed through Traffic Management if requiring access from this point. A restricted left turn is unlikely to have a material impact on Colombo Street traffic numbers in the present environment, as there are currently few trip generators in the immediate area that will create the traffic volumes that will be problematic for traffic and cyclists sharing the Colombo Street carriageway. The traffic volumes there, which are likely to give rise to the need to prevent the turn, are consequent upon projected off-street parking volumes that enter or exit via Lichfield Street between Durham and Colombo Streets. When parking supply volume exceeds 600 spaces in that location it will be necessary to implement the left turn restriction for all traffic. The proposed left turn restriction would be necessary therefore to maintain a safe traffic volume for cyclists' safety and to maintain appropriately safe conditions for crossing pedestrians.
- 4.23 In the meantime, the officers' recommendation is that the Council will need to maintain the existing turn prohibition for all heavy vehicles over 3,500 kilograms. This is because the turn radius is tight and as such larger vehicles would not be able to safely make the turn without either needing to cross into an opposing lane or impacting on the existing verandah of the Rebuild Central building. The limit line for the Colombo Street south-bound lane would also need to move northwards to permit sufficient swing width. It is not possible to move the road alignment to the south as suitable footpath widths need to be maintained outside the Interchange for regional service passengers that will be dropped off and picked up in the provided bus bays. A Crime Prevention through Environmental Design (CPTED) review of this area has concluded that current footpath widths should be maintained as a minimum in this area in order to avoid conflict between passengers and pedestrians walking along the footpath in this vicinity.

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- 4.24 As a result of the submitters' comments, Council officers recommend that the left turn from Lichfield Street west of Colombo be permitted onto Colombo Street north of that point for vehicles under 3,500 kilograms unladen weight until the total quantum of off-street parking in Lichfield Street between Durham Street and Colombo Street exceeds 600 vehicles.
- 4.25 Following comments during consultation about a shortage of mobility parks, one P60 park is proposed to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created next to the Justice and Emergency Precinct on Tuam Street will have a raised platform in the separated cycle path to provide level access to the footpath. There is scope to convert more parking spaces to mobility spaces in future on these streets and demand will be closely monitored. One mobility space is also proposed outside Environment Canterbury's building on Tuam Street following a request.
- 4.26 Mahaanui Kurataiao Ltd (MKT), on behalf of the Ngāi Tūāhuriri Rūnanga, submitted that the Rūnanga's cultural values should be reflected in urban design through, for example, the use of indigenous tree plantings, artworks and interpretation panels. MKT was advised that the landscape design for the three schemes has been carefully considered. The trees selected are consistent with both the Central Christchurch Draft Public Realm Network Plan and the Central City Street Trees and Gardens Master Plan 2010. The design will provide for passive rain gardens that will take water off the road into garden beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas.

Responses to Consultation Plans for Colombo Street – from Hereford Street to St Asaph Street

- 4.27 Cycling-related issues were raised by 20 of the 44 people who commented on the Colombo Street plans. Fourteen submitters commented in parking, 12 on the slow core zone and seven on pedestrian facilities.
- 4.28 One concern was that cyclists travelling on Colombo Street, between Lichfield Street and Hereford Street, will be mixing with faster motor vehicles and they will also be at risk from opening car doors. The project team has advised that the carriageway has been narrowed to help support the maximum 30 kilometres per hour speed limit and to allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. (This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned.) The detailed design of the streets will address reinforcement of the low speed environment and the education and communication to users. Measures to limit future vehicle volumes on Colombo Street north of Lichfield Street have been discussed previously.
- 4.29 The provision of on-street parking generated comments from 14 submitters. Several of these, including the Central City Business Association, said the progressive loss of Central City car parks is of real concern to CBD businesses. This issue is addressed in paragraphs 4.10 to 4.15.

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- 4.30 Twelve submitters on Colombo Street plans commented on the proposed 30 kilometres per hour slow core which is included in the An Accessible City chapter of the Recovery Plan. Most were very supportive. According to one: *"Limiting the speed to 30 kilometres per hour has been proven elsewhere to increase the sense of pedestrian safety and this will no doubt act as a deterrent for vehicles short cutting through the city and create a more desirable active transport environment"*. However, another submitter remarked that the slow core would "kill" the few businesses that have chosen to stay in the CBD while acting as a disincentive to any business considering relocating to the CBD.
- 4.31 Three submitters supported the proposed Colombo Street pedestrian facilities including the Barnes Dance crossing at the Lichfield Street intersection, which allows pedestrians to cross in every direction at the same time during a dedicated pedestrian signal phase.
- 4.32 Proposed changes to Colombo Street as a result of consultation and further technical advice are:
- 4.32.1 Addition of seven flush cobble paver strips on Colombo Street between Lichfield Street and Hereford Street to support the proposed 30 kilometres per hour speed limit.
- 4.32.2 An additional mobility parking space to replace one P60 on the east side of Colombo Street between Cashel Street and Lichfield Street.
- 4.32.3 Removal of one P60 on the east side and the west side of the street between Hereford Street and Lichfield Street so that the kerb build-out can be extended closer to the proposed pedestrian footpath. This will shorten the street crossing distance for pedestrians.
- 4.32.4 Retention of two trees on east side of Colombo Street in front of the Triangle Centre is still being considered. Council staff are working with the developer.
- 4.32.5 Cycle stands will be included at regular intervals along this section of Colombo Street.

Proposed key features of the Colombo Street – from Hereford Street to St Asaph Street

- 4.33 The proposals:
- 4.33.1 Convert Colombo Street into a pedestrian and cycle-friendly street through the 30 kilometres per hour slow speed core and retail precinct.
- 4.33.2 Provide safe crossings for pedestrians. A 'Barnes Dance' style crossing phase, which stops all traffic and allows pedestrians to cross in every direction at the same time, will be a feature of the Colombo Street/Lichfield Street intersection – providing good pedestrian access to the new Bus Interchange entry plaza.
- 4.33.3 Inclusion of a separate cycle path on both sides of Colombo Street between St Asaph Street and Lichfield Street. The lanes will be laid out in the Copenhagen-style – on the road but slightly higher than street carriageway level.
- 4.33.4 With the inclusion of the Copenhagen-style cycleways, all on-street car parking will be removed between St Asaph Street and Lichfield Street. Car parking provided on Colombo Street between Hereford Street and Lichfield Street will be mainly short-term for drop offs, and there will also be parking spaces for motor cycles, servicing vehicles, taxis and two mobility parking spaces.

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- 4.33.5 North of the intersection with Lichfield Street there are on-road mixed vehicle/cycle lanes with parking/servicing retained due to lower projected traffic volumes (than south of Lichfield Street). Overall, there will be a net loss of 15 car parks on Colombo Street between Hereford Street and St Asaph Street.
- 4.33.6 Enable trams to cross east-west over Colombo Street at Cashel Mall.
- 4.33.7 Include streetscape design features along the frontage of the new Bus Interchange to enhance the street's appearance and accessibility.
- 4.33.8 Links with the Tuam Street one-way conversion and the Lichfield Street two-way conversion, both within the 30 kilometres per hour speed zone.
- 4.33.9 Provide access to the Lichfield Street car parks from Colombo Street south of Lichfield Street.
- 4.33.10 Planting of Pin Oaks (*Quercus Palustris*), which are the same species as the existing trees.

Responses to Consultation Plans for Lichfield Street – from Durham Street to Manchester Street

- 4.34 Seventeen of the 36 who submitted on the Lichfield Street consultation plan commented on parking, 11 on the slow core, 10 on cycling related matters and nine on pedestrian facilities.
- 4.35 Cyclists and traffic sharing a single vehicle lane was also an issue for some Lichfield Street plan submitters. The response in 4.18 also applies.
- 4.36 The impact of the proposed plans on bus movements was highlighted by metropolitan and regional bus service providers at drop-in sessions and subsequent meetings with Council and CERA staff. In order to improve facilities for regional operators a proposed taxi stand outside of the Interchange on Lichfield Street south side close to Colombo Street is proposed to be converted to a bus stop between the hours of 6am and 8am. An additional coach stop, which can accommodate two coaches, is included in plans for Lichfield Street, east of Manchester Street. This will be available for taxis at night.
- 4.37 Proposed changes to Lichfield Street as a result of consultation and further technical advice are:
 - 4.37.1 Addition of five cobble paver strips to further support the 30 kilometres per hour speed limit and low speed environment.
 - 4.37.2 Permit the left turn from Lichfield Street west of Colombo onto Colombo Street for vehicles under 3,500 kilograms, unladen, until the total quantum of off-street parking in Lichfield street between Durham Street and Colombo Street exceeds 600 spaces and/or the monitored traffic flows over a one month period on Colombo Street north of Lichfield Street for an average 12-hour weekday period exceeds 4,000 vehicles per day under normal network operating conditions.
- L 4.37.3 Installation of two P5 parking spaces outside the retail development east of The Crossing Car Park entrance.
- 4.37.4 Two P60 car park spaces changed to P5 spaces outside the Justice and Emergency Precinct.
- 4.37.5 Removal of a P5 space and altered location of two P5 spaces outside the Justice and Emergency Precinct so that there is no parking opposite the car park building access for safety reasons.

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- 4.37.6 Two P60 car park spaces changed to P5 on the north side of the street outside J. Ballantyne & Co.
- 4.37.7 The taxi stand on the south side of the street, just east of Colombo Street, to operate as a bus stop between the hours of 6am and 8am.
- 4.37.8 As a result of detailed consideration of the design and accompanying traffic resolutions, the detailing for Lichfield Street between Manchester Street and Madras Street will now include an additional bus stop to accommodate two buses and conversion of traffic to two way operations in order to support both the development of the new Innovation Precinct and permit improved access from the south and east to the new Crossing Car park facility serving the Retail Precinct.
- 4.37.9 Installation of a Coaches/Night Time Taxi Stand on the south side, immediately east of Manchester Street.
- 4.37.10 Cycle stands will be included at regular intervals along this section of Lichfield Street.

Proposed key features of the Lichfield Street – from Durham Street to Manchester Street

4.38 The proposed plans:

- 4.38.1 Convert Lichfield Street from a one-way to a two-way street from just east of the Cambridge Terrace / Durham Street South intersection to Madras Street.
- 4.38.2 Operate as the preferred vehicle access route into the retail precinct, its associated public parking buildings and the northern access to the Justice and Emergency Precinct.
- 4.38.3 Provide an exclusively pedestrian 'Barnes Dance' style pedestrian crossing phase at the intersection of Colombo and Lichfield Streets to assist pedestrian crossing movements to and from the Bus Interchange.
- 4.38.4 Signalise the entrance of the Bus Interchange to give priority to entering and exiting buses and also to assist with pedestrians crossing the entrance to the Interchange.
- 4.38.5 Provide northern access to the Bus Interchange between its access and Manchester Street.
- 4.38.6 Give pedestrians and buses priority between the Bus Interchange access and Manchester Street.
- 4.38.7 Become part of the proposed Central City 30 kilometres per hour slow speed core.
- 4.38.8 Broad-leaved Lime trees (*Tilia Platyphyllos*) planted along the street.
- 4.38.9 Cycle stands are not shown on these plans but will be included at regular intervals along Lichfield Street.

Responses to Consultation Plans for Tuam Street

- 4.39 Twenty seven of the 47 submitters on the Tuam and Manchester Street plans commented on cycling related issues, 18 on parking, 11 on Manchester Street proposals and nine on the one-way conversion.

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- 4.40 Submitters, including Environment Canterbury, the Ministry of Justice on behalf of the forthcoming Justice and Emergency Precinct, Red Bus, the Automobile Association and businesses on the corner of High and Tuam Streets, did not support the location of the west – east cycle lane on the northern side of Tuam Street, particularly in the vicinity of the Bus Interchange and Justice and Emergency Services Precinct. Some submitters including Environment Canterbury favoured the use of the South Frame for the cycle route while others considered that the Oxford Terrace / Lichfield Street route would be a more pleasant route into the Central City for cyclists.
- 4.41 In response to these submissions, further comparative analyses of placing the cycleway on the north side of Tuam Street or the south side of Tuam Street, together with alternative alignments using the South Frame, Lichfield and St. Asaph Streets has been undertaken by technical advisers and independent safety specialists on behalf of CERA, the Council and more recently, Environment Canterbury. Assessments undertaken prior to consultation had focused on a workshop attended by 12 technical specialists in August 2014, a BECA / MWH (transport consultancies) safety audit in June 2014, a report by a ViaStrada (transportation consultancy) traffic engineer in July 2014. Subsequently, a GHD (transportation consultancy) peer review was undertaken in October 2014.
- 4.42 After the close of consultation in October the project team requested CERA's newly appointed Principal Transport Planner to review the analyses and recommend the most appropriate location for the west – east cycle lane. He noted: *"The balance of advice ... shows not only a preference for the west – east cycle route on the north side of Tuam Street but clear justification why this is the preferred option"*. He added that there were clear benefits and constraints for competing options.
- 4.43 The various reviews, including specific engineering and independent safety assessments of the proposed Tuam Street interchange access arrangements themselves (also subject to a recent MWH / BECA independent safety audit of options), have concluded that road user safety can be adequately managed through the detailed design of the entrance and exit from Tuam Street, coupled with more formalised management of active modes at the potential conflict points. This interchange access specific safety audit assessment considered a number of optional control and guidance arrangements for the access, such as additional traffic signal controls, barrier arrangements (as desired by Environment Canterbury if the proposed cycleway was to remain on the north side of Tuam Street) and/or additional warning systems, such as the use of in-ground vehicle activated LED lighting. This safety audit concluded that the most appropriate arrangements should be based upon additional signal controls and activated electronic warning arrangements. These additional features are therefore incorporated in amended detailed designs for the access. Directly in response to Environment Canterbury's submission, and following careful consideration of similar barrier control arrangements deployed elsewhere, some form of automated barrier arrangement was however concluded to represent potential additional risks for visually impaired pedestrians especially, along with slower pedestrians in mobility scooters and at times when there was any failure of the barrier arrangements. It was therefore not a recommended design outcome for those reasons.
- 4.44 Environment Canterbury, in consultation with Council and CERA staff, have also recently commissioned a further safety assessment review from Abley Transportation consultancy. This considered St Asaph Street as an alternative for the west – east separated cycle route, along with a fresh analysis of the relative merits of Lichfield Street, the South Frame and the north or south side optional alignment of the Tuam Street cycle facility.

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- 4.45 In summary, this further review has concluded that St. Asaph Street and Lichfield Street route options would not offer any safety or cycle route legibility advantages over Tuam Street. It has further concluded that a South Frame route option would not accord with the envisaged arrangements for the South Frame as contained in CERA's recently consulted South Frame Planning Framework, in terms of offering a legible continuous west to east facility for the cycle journeys otherwise expected to be using Tuam Street. Further, the option of a south side Tuam Street cycleway, as opposed to the proposed north side facility, was considered in the review. This aspect of the review concluded that a south side facility might offer some limited advantages over the north side, but that the selection of a south versus north side route is overall finely balanced when the mitigation measures for the interchange access are taken into account, along with some balancing safety and operational difficulties expected to be associated with an alternative south side facility.
- 4.46 For the above reasons, it remains the officers' view that while there are competing factors between a north versus south side Tuam Street cycleway facility (the recent further review having concluded that alternative routes offer no meaningful advantages), that with the proposed intersection access and control arrangements adjacent to the new Interchange, the proposed north side cycleway on Tuam Street continues to offer the balance of advantage over alternatives, and hence is the preferred outcome.
- 4.47 A further detailed design briefing meeting was also arranged between members of the project team and representatives of the Justice and Emergency Services Precinct including the Ministry of Justice. Those representatives are now satisfied that the detailed access arrangements from and to Tuam Street now satisfy the primary concerns outlined in their submission.
- 4.48 Proposed plans for the High Street / Manchester Street intersection were not supported by several submitters due to restrictions on access and their impact on the tram operation. The project team advised that the left in/left out road layout at the intersection with High Street was necessary due to the proximity of the Lichfield Street / Manchester Street intersection. Changes affecting the tram route were necessary to allow Lichfield Street to become a two way street and these have been safety audited. To assist traffic movement in High Street the left turn from Tuam Street has been reinstated in the proposed plans.
- 4.49 It is proposed that Manchester Street will not be widened between St Asaph Street and Lichfield Street. Nineteen parking spaces have been removed to provide additional public space and wider footpaths which also reduce pedestrian crossing distances. On-street parking is available on St Asaph Street for customers visiting Manchester Street businesses near the intersection.
- 4.50 Proposed changes as a result of consultation and further technical advice are:
- 4.50.1 Additional signal control and electronic warning arrangements to maximise pedestrian and cyclists safety across the Interchange access from Tuam Street.
 - 4.50.2 Reinstatement of the left turn into High Street to improve access to businesses located at the corner of Tuam Street and High Street.
 - 4.50.3 Addition of two P10 parking spaces between Manchester Street and High Street in response to a request from submitters.
 - 4.50.4 One parking space to change from P60 to P10 on High Street near the Tuam Street intersection.
 - 4.50.5 Three P60 car park spaces changed to a P5 Goods Vehicle loading zone adjacent to the Justice and Emergency Precinct.
 - 4.50.6 Three P60 car park spaces changed to P5 adjacent to the Justice and Emergency Precinct.

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- 4.50.7 A mobility parking space created adjacent to the Justice and Emergency Precinct with a raised platform in the separated cycle lane to provide level access to the footpath.
- 4.50.8 A mobility parking space created adjacent to the Environment Canterbury building opposite Sol Square.
- 4.50.9 The left turn lane into the Justice and Emergency Precinct site has been lengthened to accommodate three cars.
- 4.50.10 Retention of the two P60 car park spaces on the west side of High Street.
- 4.50.11 Removal of a P60 space to the east of the High Street intersection to allow more room for cyclists to move into the non-separated cycle lane for safety.
- 4.50.12 Creation of build-outs on the approach to the Colombo Street intersection to help define the extent of the left and right turn lanes.
- 4.50.13 Addition of signalised pedestrian crossings on both legs of High Street.
- 4.50.14 Cycle stands will be included at regular intervals along this section of Tuam Street.

Proposed key features of the Tuam Street – from Durham Street to Barbadoes Street one-way conversion

4.51 The proposed features are:

- 4.51.1 Convert Tuam Street to one-way west to east between Durham Street and Barbadoes Street (as included in the An Accessible City transport chapter of the Recovery Plan).
- 4.51.2 Prioritise bus movement, where possible, towards the Bus Interchange.
- 4.51.3 Signalise the entrance at the Bus Interchange to facilitate cyclists and pedestrians crossing in front of the interchange. Addition of electronic warning measures to be provided maximise road user safety for pedestrians and cyclists.
- 4.51.4 Incorporate a separated cycle facility on the north side of Tuam Street from Durham Street to the east of High Street for one-way cycle travel. The cycle lane from High Street eastwards to Barbadoes Street will not be separated as it is not on the key cycle route network at that location.
- 4.51.5 Become part of the proposed Central City 30 kilometres per hour slow speed core.
- 4.51.6 Provide limited on-street parking in the Bus Interchange area to assist the movement of buses and maintain visibility.
- 4.51.7 The tram route from Poplar Street will cross Tuam Street to enter High Street then trams will return along High Street.
- 4.51.8 Broad-leaved Lime trees (*Tilia Platyphyllos*) planted along the street.
- 4.51.9 Cycle stands are not shown on these plans but will be provided at regular intervals along Tuam Street.

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Proposed key features of Manchester Street – from Lichfield Street to St Asaph Street

4.52 The proposed features are:

- 4.52.1 Cycle lanes are retained on both sides of the street.
- 4.52.2 Kerb build-outs outside Sol Square and across the road to increase footpaths widths provide additional public space and reduce the carriageway width for pedestrians crossing mid-block.
- 4.52.3 Changes to the location of the stop lines at intersections to accommodate buses turning into Manchester Street, Lichfield Street and St Asaph Street.
- 4.52.4 London Plane trees (*Platanus Acerifolia*) planted.

4.53 All three schemes have been subject to a concept and scheme stage independent safety audit with additional design specific audits of the Tuam Street cycleway proposal and interchange access arrangements, as discussed previously. The proposals will also be subject to a detailed design stage independent safety audit and a post construction safety audit if these projects are approved by the Council.

Further works on Manchester Street north of Lichfield Street

4.54 Further changes on Manchester Street between Lichfield Street and Kilmore Street will be consulted on as part of further works.

5. FINANCIAL IMPLICATIONS

5.1 The project is funded from the total \$72 million funding agreement between the Council, CERA and the New Zealand Transport Agency.

6. STAFF RECOMMENDATION

It is recommended that the Infrastructure, Transport and Environment Committee recommend that the Council:

- 6.1 Approve the scheme designs for Colombo Street – from Hereford Street to St Asaph Street, Lichfield Street – from Durham Street to Madras Street, and Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street, as detailed in **Attachment 1**.
- 6.2 Make the following resolutions relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2008 and Part 21 of the Local Government Act 1974.

Existing Intersection – Colombo Street / Lichfield Street – Traffic Control (TP 10)

6.3 Approve that all traffic controls including traffic signals at the intersection of Colombo Street and Lichfield Street be revoked.

New intersection – Colombo Street / Lichfield Street – Traffic Control (TP10)

- 6.4 Approve that the intersection of Colombo Street and Lichfield Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.5 Approve the lane marking changes, kerb alignment changes and raised textured surface at the Colombo Street and Lichfield Street intersection as detailed on **Attachment 1**.
- 6.6 Approve that the right turn movement from the east approach of Lichfield Street at its intersection with Colombo Street be prohibited.

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- 6.7 Approve that the left turn movement from the west approach of Lichfield Street at its intersection with Colombo Street will be temporarily permitted for light vehicles only of up to 3,500 kilograms unladen weight until the total quantum of off-street parking in Lichfield Street between Durham Street South and Colombo Street exceeds 600 vehicles.
- 6.8 Approve that the right turn movement from the north approach of Colombo Street at its intersection with Lichfield Street be prohibited.

Existing Lichfield Street – Western extent of project to Colombo Street– Traffic Control (TP10)

- 6.9 Approve that all traffic controls on Lichfield Street from its intersection with Colombo Street to a point 213 metres west of its intersection with Colombo Street be revoked, and that this one way section of Lichfield Street be revoked as authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and therefore be deleted from the Register of One Way Streets.

New Lichfield Street – Western extent of project to Colombo Street – Traffic Control (TP 10)

- 6.10 Approve the lane marking changes, kerb build outs, kerb alignment changes and flush textured surfaces on Lichfield Street from its intersection with Colombo Street to a point 213 metres west of its intersection with Colombo Street as detailed on **Attachment 1**.

Existing Lichfield Street – Western Extent of Project to Colombo Street – Parking and Stopping Restrictions (TP 10)

- 6.11 Approve that all parking and stopping restrictions on both sides of Lichfield Street from its intersection with Colombo Street to a point 213 metres west of its intersection with Colombo Street be revoked.

New Lichfield Street – Western Extent of Project to Colombo Street – Parking and Stopping Restrictions (TP10)

- 6.12 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 63 metres.
- 6.13 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Lichfield Street commencing at point 63 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres.
- 6.14 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 77 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 21 metres.
- 6.15 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Lichfield Street commencing at point 98 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 20 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.16 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 118 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 56 metres.

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- 6.17 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Lichfield Street commencing at point 174 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.18 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 188 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of two metres.
- 6.19 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Lichfield Street commencing at point 190 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.20 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 204 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of nine metres.
- 6.21 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres.
- 6.22 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Lichfield Street commencing at point 23 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 22 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.23 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 45 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 29 metres.
- 6.24 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Lichfield Street commencing at point 74 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 15 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.25 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 89 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 48 metres.
- 6.26 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Lichfield Street commencing at point 137 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres.
- 6.27 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 151 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 15 metres.
- 6.28 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Lichfield Street commencing at point 166 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 14 metres.

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- 6.29 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the south side of Lichfield Street, commencing at point 180 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of seven metres.
- 6.30 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 187 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of two metres.
- 6.31 Approve that that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Lichfield Street, commencing at a point 189 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 14 metres.
- 6.32 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 203 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 10 metres.

Existing Lichfield Street – Colombo Street to Manchester Street – Traffic Control (TP 10)

- 6.33 Approve that all traffic controls on Lichfield Street from its intersection with Colombo Street to its intersection with Manchester Street be revoked, and that this one way section of Lichfield Street be revoked as authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and therefore be deleted from the Register of One Way Streets..

New Lichfield Street – Colombo Street to Manchester Street – Traffic Control (TP10)

- 6.34 Approve the lane marking changes, kerb build outs and kerb alignment changes on Lichfield Street from its intersection with Colombo Street to its intersection with Manchester Street as detailed on **Attachment 1**.
- 6.35 Approve that a special vehicle lane for the use of westbound buses and Bus Interchange service vehicles only, left turning into the bus interchange entrance, be established on the south side of Lichfield Street against the kerb, commencing at a point 70 metres west of its intersection with Manchester Street, and extending in a westerly direction for a distance of 21 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.36 Approve that the Lichfield Street / Bus Interchange entrance / exit, located on Lichfield Street 106 metres west of Manchester Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.37 Approve that the left turn movement from the east approach of Lichfield Street at a point 91 metres west of its intersection with Manchester Street is prohibited, except for buses and Bus Interchange service vehicles.
- 6.38 Approve that the right turn movement from the west approach of Lichfield Street at a point 119 metres east of its intersection with Colombo Street is prohibited.

Existing Lichfield Street – Colombo Street to Manchester Street – Parking and Stopping Restrictions (TP10)

- 6.39 Approve that all parking and stopping restrictions on the north side of Lichfield Street from its intersection with Colombo Street to its intersection with Manchester Street be revoked.

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- 6.40 Approve that all parking and stopping restrictions on the south side of Lichfield Street from its intersection with Colombo Street to its intersection with Manchester Street be revoked.

New Lichfield Street – Colombo Street to Manchester Street – Parking and Stopping Restrictions (TP10)

- 6.41 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 87 metres.
- 6.42 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Lichfield Street commencing at point 87 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 13 metres.
- 6.43 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 100 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 44 metres.
- 6.44 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Lichfield Street commencing at point 144 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 18 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.45 Approve that a taxi stand be created on the north side of Lichfield Street commencing at point 144 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 18 metres. This restriction is to apply from 10pm to 6am, on any day.
- 6.46 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at a point 162 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street and the High Street north-west tram approach.
- 6.47 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 32 metres.
- 6.48 Approve that a Taxi Stand be created on the south side of Lichfield Street, commencing at a point 32 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 18 metres. This Taxi Stand restriction to apply on any day, from 8am to 6am on the following day.
- 6.49 Approve that a Coach Stop be created on the south side of Lichfield Street, commencing at a point 32 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 18 metres. This Coach Stop restriction to apply on any day, from 6am to 8am.
- 6.50 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 50 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 27 metres.
- 6.51 Approve that a Coach Stop be created on the south side of Lichfield Street commencing at point 77 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 28 metres.
- 6.52 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 105 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 60 metres.

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- 6.53 Approve that a Coach Stop be created on the south side of Lichfield Street commencing at point 165 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 29 metres. This restriction is to apply from 6am to 10pm on any day.
- 6.54 Approve that a taxi stand be created on the south side of Lichfield Street commencing at point 165 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 29 metres. This restriction is to apply from 10pm to 6am on any day.
- 6.55 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 194 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street.

Existing Intersection – High Street / Lichfield Street / Manchester Street – Traffic Control (TP10)

- 6.56 Approve that all traffic controls including traffic signals at the existing intersection of High Street, Lichfield Street and Manchester Street be revoked.

New Intersection – Lichfield Street / Manchester Street (including north-west and south-east tram approaches) – Traffic Control (TP10)

- 6.57 Approve that the intersection of Lichfield Street and Manchester Street, including the High Street north-west and south-east tram line approaches, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.58 Approve the lane marking changes, tram line alignment, and kerb alignment changes, at the intersection of Lichfield Street and Manchester Street, including the High Street north-west and south-east tram line approaches, as detailed on **Attachment 1**.
- 6.59 Approve that the right turn movement from the east approach of Lichfield Street at its intersection with Manchester Street be prohibited.
- 6.60 Approve that the right turn movement from the south approach of Manchester Street at its intersection with Lichfield Street be prohibited.
- 6.61 Approve that entry is prohibited for all vehicles into the south-east tram line approach, except for trams at the intersection of Lichfield Street, Manchester Street and the tram line approaches.
- 6.62 Approve that entry is prohibited for all vehicles into the north-west tram line approach, except for trams at the intersection of Lichfield Street, Manchester Street and the tram line approaches.

New Intersection – Manchester Street / High Street (South of Lichfield Street) – Traffic Control (TP4)

- 6.63 Approve that a Give way control be placed against the east approach of High Street at its intersection with Manchester Street (south of Lichfield Street) as detailed on **Attachment 1**.
- 6.64 Approve that the east approach of High Street at its intersection with Manchester Street (south of Lichfield Street) be restricted to a left turn movement only, as detailed on **Attachment 1**.
- 6.65 Approve that the south approach of Manchester Street at its intersection with High Street (South of Lichfield Street) be restricted to a straight ahead movement only, as detailed on **Attachment 1**.

7 Cont'd

Existing Lichfield Street – Manchester Street to Eastern Extent of the Project: Traffic Control (TP10)

- 6.66 Approve that all traffic controls on Lichfield Street from its intersection with Manchester Street and the High Street south-east tram approach, to its intersection with Madras Street be revoked, and that this one way section of Lichfield Street be revoked as authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and therefore be deleted from the Register of One Way Streets.

New Lichfield Street – Manchester Street to Eastern Extent of the Project: Traffic Control (TP10)

- 6.67 Approve the lane marking changes, kerb build out changes, kerb alignment changes and tram line alignment on Lichfield Street from its intersection with Manchester Street and the High Street tram south-east approach, to its intersection with Madras Street, as detailed on **Attachment 1**.

Existing Lichfield Street – Manchester Street to Eastern Extent of the Project: Parking and Stopping Restrictions (TP10)

- 6.68 Approve that all parking and stopping restrictions on both sides of Lichfield Street from its intersection with Manchester Street and the High Street south-east tram approach, to a point 73 metres east of its intersection Manchester Street and The High Street south-east tram approach be revoked.

New Lichfield Street – Manchester Street to Eastern Extent of the Project: Parking and Stopping Restrictions (TP10)

- 6.69 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at its intersection with Manchester Street and the High Street tram south-east approach, and extending in an easterly direction for a distance of 36 metres.
- 6.70 Approve that a Coach stop be created on the south side of Lichfield Street, commencing at a point 36 metres east of its intersection with Manchester Street and the High Street south-east tram approach, and extending in an easterly direction for a distance of 29 metres. This restriction is to apply from 6am to 10pm on any day.
- 6.71 Approve that a Taxi Stand be created on the south side of Lichfield Street, commencing at a point 36 metres east of its intersection with Manchester Street and the High Street south-east tram approach, and extending in an easterly direction for a distance of 29 metres. This restriction is to apply from 10pm to 6am on any day.
- 6.72 Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 65 metres east of its intersection with Manchester Street and the High Street tram south-east approach, and extending in an easterly direction for a distance of eight metres.
- 6.73 Approve that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street, commencing at its intersection with Manchester Street, and extending in an easterly direction for a distance of 13 metres.
- 6.74 Approve that the parking of vehicles be controlled by Parking meters, (including Pay and Display machines or any approved means of payment and be subject to an hourly payment or part thereof, and / or be subject to a maximum daily payment on the north side of Lichfield Street commencing at point 13 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 60 metres. This restriction is to apply Monday to Friday 9am to 5pm.

7 Cont'd

Existing High Street – Lichfield Street to South Eastern Extent of the Project: Traffic Control (TP 4)

- 6.75 Approve that all traffic controls on High Street (commencing at a point being that section of High Street where the tram line intersects with Lichfield Street, and also covering that section of the High Street roadway that intersects with Manchester Street, south of Lichfield Street), to a point 34 metres south-east (following the north-east side High Street kerb line) of its intersection with Lichfield Street, be revoked.

New High Street – Lichfield Street to South Eastern Extent of the Project: Traffic Control (TP4)

- 6.76 Approve the lane marking changes, kerb build out changes, kerb alignment changes and tram line alignment on High Street (commencing at a point being that section of High Street where the tram line intersects with Lichfield Street, and also covering that section of the High Street roadway that intersects with Manchester Street, south of Lichfield Street), to a point 34 metres south-east (following the north-east side High Street kerb line) of its intersection with Lichfield Street, as detailed on **Attachment 1**.
- 6.77 Approve that a special vehicle lane for the use of north-westbound trams only, be established on High Street, commencing at its intersection with Lichfield Street and Manchester Street, and extending in a south easterly direction for a distance of 12 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.78 Approve that a give way control be placed against the west approach of High Street (where the High Street west approach intersects with the tram line on High Street), and being at a point eight metres east of its intersection with Manchester Street (south of Lichfield Street) as detailed on **Attachment 1**.

Existing High Street – Lichfield Street to South Eastern Extent of the Project: Parking and Stopping Restrictions (TP4)

- 6.79 Approve that all parking and stopping restrictions on both sides of High Street, commencing at a point being that section of High Street where the tram line intersects with Lichfield Street, and also covering that section of the High Street roadway that intersects with Manchester Street, (south of Lichfield Street), to a point 34 metres south-east of its intersection with Lichfield Street and Manchester Street, be revoked.

New High Street – Lichfield Street to South Eastern Extent of the Project: Parking and Stopping Restrictions (TP4)

- 6.80 Approve that the stopping of vehicles be prohibited at any time on the north-east side of High Street, commencing at its intersection with Lichfield Street and extending in a south easterly direction (following the kerb line) for a distance of 34 metres, as detailed on **Attachment 1**.
- 6.81 Approve that the stopping of vehicles be prohibited at any time on the north-east side and the southern side of the triangular shaped traffic island (located on the south-east quadrant of the intersection of Lichfield Street and Manchester Street) as detailed on **Attachment 1**.
- 6.82 Approve that the stopping of vehicles be prohibited at any time on the south side and then the south-west side of High Street, commencing at its intersection with Manchester Street (south of Lichfield Street) and extending in an easterly and then south easterly direction (following the kerb line) for a distance of 28 metres, as detailed on **Attachment 1**.

7 Cont'd

Existing Manchester Street – Lichfield Street to Northern Extent of the Project: Traffic Control (TP4)

- 6.83 Approve that all traffic controls on Manchester Street from its intersection with Lichfield Street and the High Street north-west tram approach, to a point 19 metres north of its intersection with Lichfield Street and the High Street north-west tram approach, be revoked.

New Manchester Street – Lichfield Street to Northern Extent of the Project: Traffic Control (TP4)

- 6.84 Approve the lane marking changes on Manchester Street from its intersection with Lichfield Street and the High Street tram north-west approach, to a point 19 metres north of its intersection with Lichfield Street and the High Street north-west approach, as detailed on **Attachment 1**.
- 6.85 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Manchester Street against the kerb, commencing at its intersection with Lichfield Street, and extending in a northerly direction to a point 19 metres north of its intersection with Lichfield Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.86 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street against the kerb, commencing at its intersection with Lichfield Street and the High Street north-west tram approach, and extending in a northerly direction to a point 19 metres north of its intersection with Lichfield Street and the High Street north-west tram approach. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Manchester Street – Lichfield Street to Northern Extent of the Project: Parking and Stopping Restrictions (TP4)

- 6.87 Approve that all parking and stopping restrictions on both sides of Manchester Street from its intersection with Lichfield Street and the High Street north-west tram approach, to a point 19 metres north of its intersection with Lichfield Street and the High Street north-west tram approach be revoked.

New Manchester Street – Lichfield Street to Northern Extent of the Project: Parking and Stopping Restrictions (TP4)

- 6.88 Approve that the stopping of vehicles be prohibited at any time on both sides of Manchester Street, commencing at its intersection with Lichfield Street and the High Street north-west tram approach and extending in a northerly direction for a distance of 19 metres.

Existing Tuam Street – Durham Street South to Colombo Street – Traffic Control (TP9)

- 6.89 Approve that all traffic controls on Tuam Street from its intersection with Durham Street South to its intersection with Colombo Street be revoked.

New Tuam Street – Durham Street South to Colombo Street – Traffic Control (TP9)

- 6.90 Approve the lane marking changes, kerb build out changes, kerb alignment changes (including separation kerb between bicycles and motor vehicles), and raised cycle lane sections on Tuam Street from its intersection with Durham Street South to its intersection with Colombo Street as detailed on **Attachment 1**.

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- 6.91 Approve that Tuam Street be one way west to east from its intersection with Durham Street South to its intersection with Colombo Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.
- 6.92 Approve that a give way control be placed against the Tuam Street west approach, left turn movement located at a point 115 metres east of Durham Street South. This left turn lane is located at the entrance to the Justice Precinct.
- 6.93 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at its intersection with Durham Street South, and extending in an easterly direction to its intersection with Colombo Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Tuam Street – Durham Street South to Colombo Street – Parking and Stopping Restrictions (TP9)

- 6.94 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Durham Street South to its intersection with Colombo Street be revoked.

New Tuam Street – Durham Street South to Colombo Street – Parking and Stopping Restrictions (TP9)

- 6.95 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at its intersection with Durham Street South and extending in an easterly direction for a distance of 16 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.96 Approve that a Loading Zone with a maximum period of five minutes for Goods Vehicles only, be created on the northern side of Tuam Street commencing at point 16 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 20 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.97 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 36 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of two metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.98 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the northern side of Tuam Street, commencing at a point 38 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of 21 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.99 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 59 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of two metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

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- 6.100 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the northern side of Tuam Street, commencing at point 61 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of eight metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.101 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 69 metres east of its intersection with Durham Street South and extending in an easterly direction to its intersection with Colombo Street. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.102 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Durham Street South and extending in an easterly direction for a distance of 17 metres.
- 6.103 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 17 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30 pm.
- 6.104 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 38 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of 24 metres.
- 6.105 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Tuam Street, commencing at a point 62 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of eight metres.
- 6.106 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 70 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of 35 metres.
- 6.107 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 105 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30 pm.
- 6.108 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 126 metres east of its intersection with Durham Street South and extending in an easterly direction for a distance of 29 metres.
- 6.109 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 155 metres east of its intersection with Durham Street South, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.110 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 169 metres east of its intersection with Durham Street South and extending in an easterly direction to its intersection with Colombo Street.

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Existing Intersection – Colombo Street / Tuam Street – Traffic Control (TP9)

6.111 Approve that all traffic controls including traffic signals at its intersection of Colombo Street and Tuam Street be revoked.

New Intersection – Colombo Street / Tuam Street – Traffic Control (TP9)

6.112 Approve that the intersection of Colombo Street and Tuam Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.

6.113 Approve the lane marking changes and kerb alignment changes at the Colombo Street and Tuam Street intersection as detailed on **Attachment 1**.

6.114 Approve that the left turn movement from the south approach of Colombo Street at its intersection with Tuam Street be prohibited.

6.115 Approve that the right turn movement from the north approach of Colombo Street at its intersection with Tuam Street be prohibited.

Existing Tuam Street – Colombo Street to Manchester Street – Traffic Control (TP9)

6.116 Approve that all traffic controls on Tuam Street from its intersection with Colombo Street to its intersection with Manchester Street be revoked.

New Tuam Street – Colombo Street to Manchester Street – Traffic Control (TP9)

6.117 Approve the lane marking changes, kerb build out changes, kerb alignment changes (including separation kerb between bicycles and motor vehicles) and raised cycle lane section on Tuam Street from its intersection with Colombo Street to its intersection with Manchester Street as detailed on **Attachment 1**.

6.118 Approve that Tuam Street be one way west to east from its intersection with Colombo Street to its intersection with Manchester Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.

6.119 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at its intersection with Colombo Street, and extending in an easterly direction to its intersection with Manchester Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.120 Approve that a special vehicle lane for the use of eastbound, left turning buses only, be established on the northern side of Tuam Street, between the southern side of the cycle lane separation kerb and the leftmost straight ahead motor vehicle lane, commencing at its intersection with Colombo Street, and extending in an easterly direction for a distance of 36 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.121 Approve that the left turn movement from the west approach of Tuam Street at a point 36 metres east of its intersection with Colombo Street (signalised Bus Interchange entrance) is prohibited, except for Buses and Bus Interchange service vehicles.

6.122 Approve that the Tuam Street / Bus Interchange entrance, located on Tuam Street 47 metres east of Colombo Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.

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- 6.123 Approve that a give way control be placed on the Tuam Street eastbound special vehicle lane (cycle lane) located on the northern side and at a point 55 metres east of its intersection with Colombo Street, as detailed on **Attachment 1**.
- 6.124 Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, on Tuam Street located on the northern side and at a point 58 metres east of its intersection with Colombo Street, crossing the eastbound special vehicle lane (cycle lane) as detailed on **Attachment 1**.
- 6.125 Approve that a give way be placed against the Bus interchange exit onto Tuam Street. This give way is located at a point 114 metres east of its intersection with Colombo Street, as detailed on **Attachment 1**.

Existing Tuam Street – Colombo Street to Manchester Street – Parking and Stopping Restrictions (TP9)

- 6.126 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Colombo Street to its intersection with Manchester Street be revoked.

New Tuam Street – Colombo Street to Manchester Street – Parking and Stopping Restrictions (TP9)

- 6.127 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at its intersection with Colombo Street, and extending in an easterly direction for a distance of 163 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for the Bus Interchange and other access points, as detailed on **Attachment 1**.
- 6.128 Approve that a marked Bus Stop be installed on the northern side of Tuam Street, commencing at a point 163 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 14 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, as detailed on **Attachment 1**.
- 6.129 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 177 metres east of its intersection with Colombo Street, and extending in an easterly direction to its intersection with Manchester Street. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, as detailed on **Attachment 1**.
- 6.130 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 78 metres.
- 6.131 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 78 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of 12 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30 pm.
- 6.132 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 90 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 72 metres.
- 6.133 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the south side of Tuam Street, commencing at point 162 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of six metres.

7 Cont'd

6.134 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Tuam Street commencing at point 168 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of seven metres.

6.135 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 175 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street.

Existing Intersection – Manchester Street / Tuam Street – Traffic Control (TP9)

6.136 Approve that all traffic controls including traffic signals at the existing intersection of Manchester Street and Tuam Street be revoked.

New Intersection – Manchester Street / Tuam Street – Traffic Control (TP9)

6.137 Approve that the intersection of Manchester Street and Tuam Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.

6.138 Approve the lane marking changes and kerb alignment changes at the Manchester Street and Tuam Street intersection as detailed on **Attachment 1**.

6.139 Approve that the left turn movement from the south approach of Manchester Street at its intersection with Tuam Street be prohibited.

6.140 Approve that the right turn movement from the north approach of Manchester Street at its intersection with Tuam Street be prohibited.

Existing Tuam Street – Manchester Street to High Street – Traffic Control (TP9)

6.141 Approve that all traffic controls on Tuam Street from its intersection with Manchester Street to its intersection with High Street be revoked.

New Tuam Street – Manchester Street to High Street – Traffic Control (TP9)

6.142 Approve the lane marking changes, kerb build out changes, and kerb alignment changes (including separation kerb between bicycles and motor vehicles) on Tuam Street from its intersection with Manchester Street to its intersection with High Street as detailed on **Attachment 1**.

6.143 Approve that Tuam Street be one way west to east from its intersection with Manchester Street to its intersection with High Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.

6.144 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at its intersection with Manchester Street, and extending in an easterly direction to its intersection with High Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.145 Approve that the pathway on the south side of Tuam Street commencing at its intersection with High Street and extending in a westerly direction for a distance of 46 metres be resolved as a bi-directional shared path as detailed on **Attachment 1**. A shared path is defined in clause 4(1) of the Christchurch City Council Traffic and Parking Bylaw 2008 and is authorised by clause 14B(1) of that Bylaw. The shared path is to come into force on 01 December 2014.

7 Cont'd

Existing Tuam Street – Manchester Street to High Street – Parking and Stopping Restrictions (TP9)

6.146 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Manchester Street to its intersection with High Street be revoked.

New Tuam Street – Manchester Street to High Street – Parking and Stopping Restrictions (TP9)

6.147 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 11 metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.148 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northern side of Tuam Street commencing at point 11 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 13 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm, and located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.149 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 24 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of nine metres. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.150 Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the northern side of Tuam Street commencing at point 33 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 31 metres. This parking restriction is located on the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.151 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 64 metres east of its intersection with Manchester Street and extending in an easterly direction to its intersection with High Street. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.152 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 11 metres.

6.153 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 11 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 22 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.

6.154 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 33 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 14 metres.

6.155 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 47 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of seven metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.

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7 Cont'd

- 6.156 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 54 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of two metres.
- 6.157 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 56 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.
- 6.158 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 70 metres east of its intersection with Manchester Street and extending in an easterly direction to its intersection with High Street.

Existing Intersection – Tuam Street / High Street – Traffic Control (TP9)

- 6.159 Approve that all traffic controls at the existing intersection of High Street and Tuam Street be revoked.

New Intersection – Tuam Street / High Street -Traffic Control (TP9)

- 6.160 Approve the lane marking changes, eastbound special vehicle lane (cycle lane on the northern side), kerb alignment changes (including separation kerb between bicycles and motor vehicles), tram line alignment and traffic islands at its intersection with High Street and Tuam Street as detailed on **Attachment 1**.
- 6.161 Approve that the intersection of High Street and Tuam Street be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004, as detailed on **Attachment 1**.
- 6.162 Approve that the left turn movement from the south-east approach of High Street at its intersection with Tuam Street be prohibited.
- 6.163 Approve that the right turn movement from the north-west approach of High Street at its intersection with Tuam Street be prohibited.
- 6.164 Approve that the right turn movement from the west approach of Tuam Street at its intersection with High Street be prohibited.

Existing Tuam Street – High Street to Poplar Street – Traffic Control (TP9)

- 6.165 Approve that all traffic controls on Tuam Street from its intersection with High Street to its intersection with Poplar Street be revoked.

New Tuam Street – High Street to Poplar Street – Traffic Control (TP9)

- 6.166 Approve the lane marking changes, kerb alignment changes (including separation kerb between bicycles and motor vehicles) on Tuam Street from its intersection with High Street to its intersection with Poplar Street as detailed on **Attachment 1**.
- 6.167 Approve that Tuam Street be one way west to east from its intersection with High Street to its intersection with Poplar Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.

Existing Tuam Street – High Street to Poplar Street – Parking and Stopping Restrictions (TP9)

- 6.168 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with High Street to its intersection with Poplar Street be revoked.

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New Tuam Street – High Street to Poplar Street – Parking and Stopping Restrictions (TP9)

6.169 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at its intersection with High Street extending in an easterly direction to its intersection with Poplar Street. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

6.170 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with High Street extending in an easterly direction to its intersection with Poplar Street.

Existing High Street – Tuam Street to North Western Extent of Project – Traffic Control (TP9)

6.171 Approve that all traffic controls on High Street from its intersection with Tuam Street to a point 25 metres north-west of its intersection with Tuam Street be revoked.

New High Street – Tuam Street to North Western Extent of Project – Traffic Control (TP9)

6.172 Approve the lane marking changes, kerb alignment changes and tram line alignment on High Street from its intersection with Tuam Street to a point 25 metres north-west of its intersection with Tuam Street as detailed on **Attachment 1**.

Existing High Street – Tuam Street to North Western Extent of Project – Parking and Stopping Restrictions (TP9)

6.173 Approve that all parking and stopping restrictions on the north-east side of High Street from its intersection with Tuam Street to a point 25 metres north-west of its intersection with Tuam Street, be revoked.

6.174 Approve that all parking and stopping restrictions on the south-west side of High Street from its intersection with Tuam Street to a point 19 metres north-west of its intersection with Tuam Street, be revoked.

New High Street – Tuam Street to North Western Extent of Project – Parking and Stopping Restrictions (TP9)

6.175 Approve that the stopping of vehicles be prohibited at any time on the north-east side of High Street, commencing at its intersection with Tuam Street, and extending in a north westerly direction for a distance of 25 metres.

6.176 Approve that the stopping of vehicles be prohibited at any time on the south-west side of High Street, commencing at its intersection with Tuam Street, and extending in a north westerly direction for a distance of 11 metres.

6.177 Approve that the parking of vehicles be restricted to a maximum period of 10 minutes time on the south-west side of High Street, commencing at a point 11 metres north-west of its intersection with Tuam Street, and extending in a north westerly direction for a distance of eight metres.

Existing High Street – Tuam Street to South Eastern Extent of Project – Traffic Control (TP9)

6.178 Approve that all traffic controls on High Street from its intersection with Tuam Street to a point 25 metres south-east of its intersection with Tuam Street be revoked.

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New High Street – Tuam Street to South Eastern Extent of Project – Traffic Control (TP9)

- 6.179 Approve the lane marking changes, kerb alignment changes, traffic island and tram line alignments on High Street from its intersection with Tuam Street to a point 25 metres south-east of its intersection with Tuam Street as detailed on **Attachment 1**.
- 6.180 Approve that a special vehicle lane for the use of south-eastbound bicycles only, be established on the north eastern side of High Street, against the kerb, commencing at its intersection with Tuam Street, and extending in a south easterly direction for a distance of 11 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.181 Approve that the pathway on the south-west side of High Street commencing at its intersection with Tuam Street and extending in a south easterly direction for a distance of 25 metres, be resolved as a north-westbound shared path as detailed on **Attachment 1**. A shared path is defined in clause 4(1) of the Christchurch City Council Traffic and Parking Bylaw 2008 and is authorised by clause 14B(1) of that Bylaw. The shared path is to come into force on 01 December 2014.

Existing High Street – Tuam Street to South Eastern Extent of Project – Parking and Stopping Restrictions (TP9)

- 6.182 Approve that all parking and stopping restrictions on the north-east side of High Street from its intersection with Tuam Street to a point 11 metres south-east of its intersection with Tuam Street, be revoked.
- 6.183 Approve that all parking and stopping restrictions on the south-west side of High Street from its intersection with Tuam Street to a point 25 metres south-east of its intersection with Tuam Street, be revoked.

New High Street – Tuam Street to South Eastern Extent of Project – Parking and Stopping Restrictions (TP9)

- 6.184 Approve that the stopping of vehicles be prohibited at any time on the north-east side of High Street, commencing at its intersection with Tuam Street, and extending in a south easterly direction for a distance of 11 metres.
- 6.185 Approve that the stopping of vehicles be prohibited at any time on the south-west side of High Street, commencing at its intersection with Tuam Street, and extending in a south easterly direction for a distance of 25 metres.

Existing Intersection – Poplar Street / Tuam Street –Traffic Control (TP9)

- 6.186 Approve that all traffic controls at the existing intersection of Poplar Street and Tuam Street be revoked.

New Intersection – Poplar Street / Tuam Street – Traffic Control (TP9)

- 6.187 Approve the lane marking changes, kerb alignment changes (including separation kerb between bicycles and motor vehicles), traffic islands and tram line alignment at the Poplar Street and Tuam Street intersection as detailed on **Attachment 1**.
- 6.188 Approve that the intersection of Tuam Street and Poplar Street, be controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.189 Approve that the Poplar Street approach at its intersection with Tuam Street be restricted to a left turn movement only, except for straight ahead trams and bicycles.
- 6.190 Approve that the left turn movement from the west approach of Tuam Street at its intersection with Poplar Street be prohibited.

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- 6.191 Approve that a give way control be placed on the Tuam Street eastbound special vehicle lane (cycle lane) located on the northern side and at a point three metres east of its intersection with Poplar Street, as detailed on **Attachment 1**.
- 6.192 Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of Land Transport Rule: Traffic Control Devices 2004, on Tuam Street located on the northern side and at a point five metres east of its intersection with Poplar Street, crossing the eastbound special vehicle lane (cycle lane) as detailed on **Attachment 1**.

Existing Tuam Street – Poplar Street to Madras Street – Traffic Control (TP9)

- 6.193 Approve that all traffic controls on Tuam Street from its intersection with Poplar Street to its intersection with Madras Street be revoked.

New Tuam Street – Poplar Street to Madras Street – Traffic Control (TP9)

- 6.194 Approve the lane marking changes, kerb build out changes, and kerb alignment changes (including separation kerb between bicycles and motor vehicles) on Tuam Street from its intersection with Poplar Street to its intersection with Madras Street as detailed on **Attachment 1**.
- 6.195 Approve that Tuam Street be one way west to east from its intersection with Poplar Street to its intersection with Madras Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.
- 6.196 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, located between the left turn and leftmost straight ahead motor vehicle lane, approaching the intersection of Madras Street, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 36 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.197 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at a point 36 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of 18 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.198 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the parking lane commencing at a point 54 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of 14 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.199 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at a point 68 metres west of its intersection with Madras Street, and extending in a westerly direction to its intersection with Poplar Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Tuam Street – Poplar Street to Madras Street – Parking and Stopping Restrictions (TP9)

- 6.200 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Poplar Street to its intersection with Madras Street be revoked.

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New Tuam Street – Poplar Street to Madras Street – Parking and Stopping Restrictions (TP9)

- 6.201 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 54 metres.
- 6.202 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 54 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.
- 6.203 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 68 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of five metres.
- 6.204 Approve that the stopping of vehicles be prohibited at any time on the northern side of Tuam Street, commencing at a point 73 metres west of its intersection with Madras Street and extending in a westerly direction to its intersection with Poplar Street. This stopping restriction is to apply to the southern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.205 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 13 metres.
- 6.206 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 13 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of 21 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.
- 6.207 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 34 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 23 metres.
- 6.208 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 57 metres west of its intersection with Madras Street, and extending in a westerly direction for a distance of 26 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.
- 6.209 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 83 metres west of its intersection with Madras Street and extending in a westerly direction to its intersection with Poplar Street.

Existing Intersection – Madras Street / Tuam Street – Traffic Control (TP9)

- 6.210 Approve that all traffic controls including traffic signals at the intersection of Madras Street and Tuam Street be revoked.

New Intersection – Madras / Tuam Street – Traffic Control (TP9)

- 6.211 Approve that the intersection of Madras Street and Tuam Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.

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6.212 Approve the lane marking changes and kerb alignment changes at the Madras Street and Tuam Street intersection as detailed on **Attachment 1**.

6.213 Approve that the left turn movement from the south approach of Madras Street at its intersection with Tuam Street be prohibited.

6.214 Approve that the right turn movement from the west approach of Tuam Street at its intersection with Madras Street be prohibited.

Existing Madras Street – Tuam Street to Southern Extent of Project – Traffic Control (TP9)

6.215 Approve that all traffic controls on Madras Street from its intersection with Tuam Street to a point 30 metres south of its intersection with Tuam Street, be revoked.

New Madras Street – Tuam Street to Southern Extent of Project – Traffic Control (TP9)

6.216 Approve that the lane marking changes and kerb alignment changes on Madras Street, commencing at its intersection with Tuam Street to a point 30 metres south of its intersection with Tuam Street, as detailed on **Attachment 1**.

6.217 Approve that Madras Street be one way south to north from its intersection with Tuam Street to a point 30 metres south of its intersection with Tuam Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.

Existing Madras Street – Tuam Street to Southern Extent of Project – Parking and Stopping Restrictions (TP9)

6.218 Approve that all parking and stopping restrictions on both sides of Madras Street from its intersection with Tuam Street to a point 30 metres south of its intersection with Tuam Street, be revoked.

New Madras Street – Tuam Street to Southern Extent of Project – Parking and Stopping Restrictions (TP9)

6.219 Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street, commencing at its intersection with Tuam Street and extending in a southerly direction for a distance of 30 metres.

6.220 Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street, commencing at its intersection with Tuam Street and extending in a southerly direction for a distance of 19 metres.

Existing Tuam Street – Madras Street to Barbadoes Street – Traffic Control (TP9)

6.221 Approve that all traffic controls on Tuam Street from its intersection with Madras Street to its intersection with Barbadoes Street be revoked.

New Tuam Street – Madras Street to Barbadoes Street – Traffic Control (TP9)

6.222 Approve the lane marking changes, kerb build out changes and kerb alignment changes on Tuam Street from its intersection with Madras Street to its intersection with Barbadoes Street as detailed on **Attachment 1**.

6.223 Approve that Tuam Street be one way west to east from its intersection with Madras Street to its intersection with Barbadoes Street. This one way section is authorised under clause 12 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of One Way Streets.

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- 6.224 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at its intersection with Madras Street, and extending in an easterly direction for a distance of 11 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.225 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the parking lane and street trees commencing at a point 11 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 152 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.226 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street, against the kerb commencing at a point 163 metres east of its intersection with Madras Street, and extending in an easterly direction to its intersection with Barbadoes Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Tuam Street – Madras Street to Barbadoes Street – Parking and Stopping Restrictions (TP9)

- 6.227 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Madras Street to its intersection with Barbadoes Street be revoked.

New Tuam Street – Madras Street to Barbadoes Street – Parking and Stopping Restrictions (TP9)

- 6.228 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at its intersection with Madras Street and extending in an easterly direction for a distance of 11 metres.
- 6.229 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 11 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.230 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 32 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of two metres.
- 6.231 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 34 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.232 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 55 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of two metres.
- 6.233 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 57 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Friday 9am to 5pm.

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- 6.234 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 78 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of two metres.
- 6.235 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 80 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 21 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.236 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 101 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 16 metres.
- 6.237 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 117 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 18 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.238 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 135 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of six metres.
- 6.239 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Tuam Street commencing at point 141 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 20 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.240 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at a point 161 metres east of its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street.
- 6.241 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Madras Street and extending in an easterly direction for a distance of 11 metres.
- 6.242 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 11 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.243 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 25 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 19 metres.
- 6.244 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 44 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 12 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.245 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 56 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 23 metres.

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- 6.246 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 79 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 13 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.247 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 92 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 27 metres.
- 6.248 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 119 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 20 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.249 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 139 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of two metres.
- 6.250 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the south side of Tuam Street commencing at point 141 metres east of its intersection with Madras Street, and extending in an easterly direction for a distance of 20 metres. This restriction is to apply Monday to Friday 9am to 5pm.
- 6.251 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at a point 161 metres east of its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street.

Existing Intersection – Barbadoes Street / Tuam Street – Traffic Control (TP9)

- 6.252 Approve that all traffic controls including traffic signals at the intersection of Barbadoes Street and Tuam Street be revoked.

New Intersection – Barbadoes / Tuam Street – Traffic Control (TP9)

- 6.253 Approve that the intersection of Barbadoes Street and Tuam Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.254 Approve the lane marking changes and kerb alignment changes at the Barbadoes Street and Tuam Street intersection as detailed on **Attachment 1**.
- 6.255 Approve that the right turn movement from the north approach of Barbadoes Street at its intersection with Tuam Street be prohibited.
- 6.256 Approve that the left turn movement from the west approach of Tuam Street at its intersection with Barbadoes Street be prohibited.
- 6.257 Approve that the east approach of Tuam Street at its intersection with Barbadoes Street be restricted to a left turn movement only.

Existing Tuam Street – Barbadoes Street to Eastern Extent of Project – Traffic Control (TP9)

- 6.258 Approve that all traffic controls on Tuam Street from its intersection with Barbadoes Street to a point 107 metres east of its intersection with Barbadoes Street be revoked.

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New Tuam Street – Barbadoes Street to Eastern Extent of Project – Traffic Control (TP9)

- 6.259 Approve the lane marking changes on Tuam Street from its intersection with Barbadoes Street to a point 107 metres east of its intersection with Barbadoes Street as detailed on **Attachment 1**.
- 6.260 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street located against the kerb, commencing at its intersection with Barbadoes Street and extending in an easterly direction for a distance of 38 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.261 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Tuam Street located adjacent to the parking lane, commencing at a point 38 metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of 69 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.262 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Tuam Street located against the kerb, commencing at its intersection with Barbadoes Street and extending in an easterly direction for a distance of 107 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Tuam Street – Barbadoes Street to Eastern Extent of Project – Parking and Stopping Restrictions (TP9)

- 6.263 Approve that all parking and stopping restrictions on both sides of Tuam Street from its intersection with Barbadoes Street to a point 107 metres east of its intersection with Barbadoes Street be revoked.

New Tuam Street – Barbadoes Street to Eastern Extent of Project – Parking and Stopping Restrictions (TP9)

- 6.264 Approve that the stopping of vehicles be prohibited at any time on the north side of Tuam Street, commencing at its intersection with Barbadoes Street and extending in an easterly direction for a distance of 38 metres.
- 6.265 Approve that the stopping of vehicles be prohibited at any time on the south side of Tuam Street, commencing at its intersection with Barbadoes Street and extending in an easterly direction for a distance of 107 metres.

Existing Intersection – Manchester Street / St Asaph Street – Traffic Control (TP4)

- 6.266 Approve that all traffic controls including traffic signals at the intersection of Manchester Street and St Asaph Street be revoked.

New Intersection – Manchester Street / St Asaph Street – Traffic Control (TP4)

- 6.267 Approve that the intersection of Manchester Street and St Asaph Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.268 Approve the lane marking changes and kerb alignment changes at the Manchester Street and St Asaph Street intersection as detailed on **Attachment 1**.
- 6.269 Approve that the left turn movement from the north approach of Manchester Street at its intersection with St Asaph Street be prohibited.

7 Cont'd

6.270 Approve that the right turn movement from the south approach of Manchester Street at its intersection with St Asaph Street be prohibited.

Existing Manchester Street – St Asaph Street to Southern Extent of Project – Traffic Control (TP4)

6.271 Approve that all traffic controls on Manchester Street from its intersection with St Asaph Street to a point 28 metres south of its intersection with St Asaph Street be revoked.

New Manchester Street – St Asaph Street to Southern Extent of Project – Traffic Control (TP4)

6.272 Approve the lane marking changes and kerb alignment changes on Manchester Street from its intersection with St Asaph Street to a point 28 metres south of its intersection with St Asaph Street as detailed on **Attachment 1**.

6.273 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Manchester Street located against the kerb, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 23 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.274 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Manchester Street located adjacent to the parking lane, commencing at a point 23 metres south of its intersection with St Asaph Street and extending in a southerly direction for a distance of five metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Manchester Street – St Asaph Street to Southern Extent of Project – Parking and Stopping Restrictions (TP4)

6.275 Approve that all parking and stopping restrictions on the east side of Manchester Street from its intersection with St Asaph Street to a point 23 metres south of its intersection with St Asaph Street be revoked.

6.276 Approve that all parking and stopping restrictions on the west side of Manchester Street from its intersection with St Asaph Street to a point 28 metres south of its intersection with St Asaph Street be revoked.

New Manchester Street – St Asaph Street to Southern Extent of Project – Parking and Stopping Restrictions (TP4)

6.277 Approve that the stopping of vehicles be prohibited at any time on the east side of Manchester Street, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 23 metres.

6.278 Approve that the stopping of vehicles be prohibited at any time on the west side of Manchester Street, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 28 metres.

Existing Manchester Street – St Asaph Street to Tuam Street – Traffic Control (TP4)

6.279 Approve that all traffic controls on Manchester Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

7 Cont'd

New Manchester Street – St Asaph Street to Tuam Street – Traffic Control (TP4)

- 6.280 Approve the lane marking changes, kerb build out changes, kerb alignment changes and traffic island on Manchester Street from its intersection with St Asaph Street to its intersection with Tuam Street as detailed on **Attachment 1**.
- 6.281 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Manchester Street located against the kerb, commencing at its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.282 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street located against the kerb, commencing at its intersection with St Asaph Street and extending in a northerly direction for a distance of 15 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.283 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street located adjacent to the parking lane, commencing at a point 15 metres north of its intersection with St Asaph Street and extending in a northerly direction for a distance of 20 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.284 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street located against the kerb, commencing at a point 35 metres north of its intersection with St Asaph Street and extending in a northerly direction to its intersection with Tuam Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Manchester Street – St Asaph Street to Tuam Street – Parking and Stopping Restrictions (TP4)

- 6.285 Approve that all parking and stopping restrictions on both sides of Manchester Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

New Manchester Street – St Asaph Street to Tuam Street – Parking and Stopping Restrictions (TP4)

- 6.286 Approve that the stopping of vehicles be prohibited at any time on the east side of Manchester Street, commencing at its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street.
- 6.287 Approve that the stopping of vehicles be prohibited at any time on the west side of Manchester Street, commencing at its intersection with St Asaph Street and extending in a northerly direction for a distance of 15 metres.
- 6.288 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Manchester Street commencing at point 15 metres north of its intersection with St Asaph Street, and extending in a northerly direction for a distance of 20 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30 pm.

7 Cont'd

6.289 Approve that the stopping of vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 35 metres north of its intersection with St Asaph Street and extending in a northerly direction to its intersection with Tuam Street.

Existing Manchester Street – Tuam Street to Lichfield Street / High Street (tram approach) – Traffic Control (TP4)

6.290 Approve that all traffic controls on Manchester Street from its intersection with Tuam Street to its intersection with Lichfield Street and the High Street south-east tram approach be revoked.

New Manchester Street – Tuam Street to Lichfield Street / High Street (tram approach) – Traffic Control (TP4)

6.291 Approve the lane marking changes, kerb build out changes, kerb alignment changes and traffic island on Manchester Street from its intersection with Tuam Street to its intersection with Lichfield Street and the High Street south-east tram approach, as detailed on **Attachment 1**.

6.292 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street located against the kerb, commencing at its intersection with Tuam Street and extending in a northerly direction for a distance of 13 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.293 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street, located adjacent to the parking lane, commencing at a point 13 metres north of its intersection with Tuam Street and extending in a northerly direction for a distance of 21 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.294 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Manchester Street, located against the kerb, commencing at a point 34 metres north of its intersection with Tuam Street and extending in a northerly direction to its intersection with Lichfield Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.295 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Manchester Street, located against the kerb, commencing at its intersection with Lichfield Street and the High Street south-east tram approach and extending in a southerly direction to its intersection with Tuam Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Manchester Street – Tuam Street to Lichfield Street / High Street (tram approach) – Parking and Stopping Restrictions (TP4)

6.296 Approve that all parking and stopping restrictions on both sides of Manchester Street from its intersection with Tuam Street to its intersection with Lichfield Street and the High Street south-east tram approach be revoked.

7 Cont'd

New Manchester Street – Tuam Street to High Street / Lichfield Street – Parking and Stopping Restrictions (TP4)

- 6.297 Approve that the stopping of vehicles be prohibited at any time on the east side of Manchester Street, commencing at its intersection with Lichfield Street and the High Street south-east tram approach, and extending in a southerly direction to its intersection with Tuam Street.
- 6.298 Approve that the stopping of vehicles be prohibited at any time on the west side of Manchester Street, commencing at its intersection with Tuam Street and extending in a northerly direction for a distance of 13 metres.
- 6.299 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Manchester Street commencing at point 13 metres north of its intersection with Tuam Street, and extending in a northerly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 6.300 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Manchester Street commencing at point 27 metres north of its intersection with Tuam Street, and extending in a northerly direction for a distance of seven metres.
- 6.301 Approve that the stopping of vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 34 metres north of its intersection with Tuam Street and extending in a northerly direction to its intersection with Lichfield Street.

Existing Intersection – Colombo Street / St Asaph Street –Traffic Control (TP11)

- 6.302 Approve that all traffic controls including traffic signals at the intersection of Colombo Street and St Asaph Street be revoked.

New Intersection – Colombo Street / St Asaph Street – Traffic Control (TP11)

- 6.303 Approve that the intersection of Colombo Street and St Asaph Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.304 Approve the lane marking changes and kerb alignment changes at the Colombo Street and St Asaph Street intersection as detailed on **Attachment 1**.
- 6.305 Approve that the left turn movement from the north approach of Colombo Street at its intersection with St Asaph Street be prohibited.
- 6.306 Approve that the right turn movement from the south approach of Colombo Street at its intersection with St Asaph Street be prohibited.

Existing Colombo Street – St Asaph Street to Southern Extent of Project– Traffic Control (TP11)

- 6.307 Approve that all traffic controls on Colombo Street from its intersection with St Asaph Street to a point 30 metres south of its intersection with St Asaph Street be revoked.

New Colombo Street – St Asaph Street to Southern Extent of Project– Traffic Control (TP11)

- 6.308 Approve the lane marking changes and kerb alignment changes on Colombo Street from its intersection with St Asaph Street to a point 30 metres south of its intersection with St Asaph Street as detailed on **Attachment 1**.

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6.309 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Colombo Street located against the kerb, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 30 metres. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Colombo Street – St Asaph Street to Southern Extent of Project – Parking and Stopping Restrictions (TP11)

6.310 Approve that all parking and stopping restrictions on both sides of Colombo Street from its intersection with St Asaph Street to a point 30 metres south of its intersection with St Asaph Street be revoked.

New Colombo Street – St Asaph Street to Southern Extent of Project – Parking and Stopping Restrictions (TP11)

6.311 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 30 metres.

6.312 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 30 metres.

Existing Colombo Street – St Asaph Street to Tuam Street – Traffic Control (TP11)

6.313 Approve that all traffic controls on Colombo Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

New Colombo Street – St Asaph Street to Tuam Street – Traffic Control (TP11)

6.314 Approve the lane marking changes, central traffic island and kerb alignment changes (including separation kerb between bicycles and motor vehicles) on Colombo Street from its intersection with St Asaph Street to its intersection with Tuam Street, as detailed on **Attachment 1**.

6.315 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Colombo Street, against the kerb commencing at its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.316 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Colombo Street, against the kerb commencing at its intersection with Tuam Street, and extending in a southerly direction to its intersection with St Asaph Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6.317 Approve that the Mollett Street approach at its intersection with Colombo Street be restricted to a left turn movement only.

Existing Colombo Street – St Asaph Street to Tuam Street – Parking and Stopping Restrictions (TP11)

6.318 Approve that all parking and stopping restrictions on both sides of Colombo Street from its intersection with St Asaph Street to its intersection with Tuam Street be revoked.

7 Cont'd

New Colombo Street – St Asaph Street to Tuam Street – Parking and Stopping Restrictions (TP11)

- 6.319 Approve that the stopping of vehicles be prohibited at any time on the western side of Colombo Street, commencing at its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street. This stopping restriction is to apply to the eastern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.320 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street, commencing at its intersection with St Asaph Street, and extending in a northerly direction to its intersection with Tuam Street. This stopping restriction is to apply to the western side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

Existing Colombo Street – Tuam Street to Lichfield Street – Traffic Control (TP11)

- 6.321 Approve that all traffic controls on Colombo Street from its intersection with Tuam Street to its intersection with Lichfield Street be revoked.

New Colombo Street – Tuam Street To Lichfield Street – Traffic Control (TP11)

- 6.322 Approve the lane marking changes, central traffic island and kerb alignment changes (including separation kerb between bicycles and motor vehicles) on Colombo Street from its intersection with Tuam Street to its intersection with Lichfield Street, as detailed on **Attachment 1**.
- 6.323 Approve that a special vehicle lane for the use of northbound bicycles only, be established on the west side of Colombo Street, against the kerb commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Lichfield Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
- 6.324 Approve that a special vehicle lane for the use of southbound bicycles only, be established on the east side of Colombo Street, against the kerb commencing at its intersection with Lichfield Street, and extending in a southerly direction to its intersection with Tuam Street. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Colombo Street – Tuam Street to Lichfield Street – Parking and Stopping Restrictions (TP11)

- 6.325 Approve that all parking and stopping restrictions on both sides of Colombo Street from its intersection with Tuam Street to its intersection with Lichfield Street be revoked.

New Colombo Street – Tuam Street to Lichfield Street – Parking and Stopping Restrictions (TP11)

- 6.326 Approve that the stopping of vehicles be prohibited at any time on the western side of Colombo Street, commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Lichfield Street. This stopping restriction is to apply to the eastern side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.
- 6.327 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street, commencing at its intersection with Tuam Street, and extending in a northerly direction to its intersection with Lichfield Street. This stopping restriction is to apply to the western side of the cycle lane separation kerb, inclusive of gaps for access points, as detailed on **Attachment 1**.

7 Cont'd

Existing Colombo Street – Lichfield Street to Cashel Street (City Mall) – Traffic Control (TP11)

6.328 Approve that all traffic controls on Colombo Street from its intersection with Lichfield Street to its intersection with Cashel Street (City Mall) be revoked.

New Colombo Street – Lichfield Street to Cashel Street (City Mall) – Traffic Control (TP11)

6.329 Approve the lane marking changes, kerb alignment changes and road surface treatments on Colombo Street from its intersection with Lichfield Street to its intersection with Cashel Street (City Mall), as detailed on **Attachment 1**.

Existing Colombo Street – Lichfield Street to Cashel Street (City Mall) – Parking and Stopping Restrictions (TP11)

6.330 Approve that all parking and stopping restrictions on the west side of Colombo Street from its intersection with Lichfield Street to its intersection with Cashel Street (City Mall) be revoked.

6.331 Approve that all parking and stopping restrictions on the east side of Colombo Street from its intersection with Lichfield Street to its intersection with Cashel Street (City Mall) be revoked.

New Colombo Street – Lichfield Street to Cashel Street (City Mall) – Parking and Stopping Restrictions (TP11)

6.332 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at its intersection with Lichfield Street, and extending in a northerly direction for a distance of 29 metres.

6.333 Approve that a taxi stand be created on the west side of Colombo Street commencing at point 29 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of 18 metres.

6.334 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 47 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of 17 metres.

6.335 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the west side of Colombo Street, commencing at point 64 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of seven metres.

6.336 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 71 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of five metres.

6.337 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Colombo Street commencing at point 76 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of 25 metres. This restriction is to apply Monday to Thursday 9am to 5pm, Friday 9am to 8:30pm, and Saturday to Sunday 9am to 1pm.

6.338 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 101 metres north of its intersection with Lichfield Street, and extending in a northerly direction to its intersection with Cashel Street (City Mall).

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7 Cont'd

- 6.339 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at its intersection with Lichfield Street, and extending in a northerly direction for a distance of 65 metres.
- 6.340 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.(1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any and be located on the east side of Colombo Street commencing at point 65 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of eight metres.
- 6.341 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at a point 73 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of five metres.
- 6.342 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the east side of Colombo Street commencing at point 78 metres north of its intersection with Lichfield Street, and extending in a northerly direction for a distance of 24 metres. This restriction is to apply Monday to Thursday 9am to 5pm, Friday 9am to 8:30pm, and Saturday to Sunday 9am to 1pm.
- 6.343 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at a point 102 metres north of its intersection with Lichfield Street, and extending in a northerly direction to its intersection with Cashel Street (City Mall).

Existing Intersection – Colombo Street / Cashel Street (City Mall) – Traffic Control (TP11)

- 6.344 Approve that all traffic controls including traffic signals at its intersection of Colombo Street and Cashel Street (City Mall) be revoked.

New Intersection – Colombo Street / Cashel Street (City Mall) – Traffic Control (TP11)

- 6.345 Approve that the intersection of Colombo Street and Cashel Street (City Mall), be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 1**.
- 6.346 Approve the lane marking changes, kerb alignment changes and tram line (from west to east along Cashel Street (City Mall)), at the Colombo Street and Cashel Street (City Mall) intersection as detailed on **Attachment 1**.
- 6.347 Approve that the left turn movement from the south approach of Colombo Street at its intersection with Cashel Street (City Mall) is prohibited.
- 6.348 Approve that the right turn movement from the south approach of Colombo Street at its intersection with Cashel Street (City Mall), except for Goods Vehicles, is prohibited. This exemption for right turning Goods vehicles is to apply from 5am to 10am and from 4pm to 11pm, on any day.
- 6.349 Approve that the left turn movement from the north approach of Colombo Street at its intersection with Cashel Street (City Mall) except for Goods Vehicles, is prohibited. This exemption for left turning Goods vehicles is to apply from 5am to 10am and from 4pm to 11pm, on any day.
- 6.350 Approve that the right turn movement from the north approach of Colombo Street at its intersection with Cashel Street (City Mall) is prohibited.

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Existing Colombo Street – Cashel Street (City Mall) to Hereford Street – Traffic Control (TP11)

6.351 Approve that all traffic controls on Colombo Street from its intersection with Cashel Street (City Mall) to its intersection with Hereford Street be revoked.

New Colombo Street – Cashel Street (City Mall) to Hereford Street – Traffic Control (TP11)

6.352 Approve the lane marking changes, kerb alignment changes and road surface treatment on Colombo Street from its intersection with Cashel Street (City Mall), to its intersection with Hereford Street as detailed on **Attachment 1**.

Existing Colombo Street – Cashel Street (City Mall) to Hereford Street – Parking and Stopping Restrictions (TP11)

6.353 Approve that all parking and stopping restrictions on the west side of Colombo Street from its intersection with Cashel Street (City Mall) to its intersection with Hereford Street be revoked.

6.354 Approve that all parking and stopping restrictions on the east side of Colombo Street from its intersection with Cashel Street (City Mall) to its intersection with Hereford Street be revoked.

New Colombo Street – Cashel Street (City Mall) to Hereford Street – Parking and Stopping Restrictions (TP11)

6.355 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of five metres.

6.356 Approve that a motorcycle stand be created and restricted to a maximum period of 60 minutes, on the west side of Colombo Street, commencing at point five metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 15 metres.

6.357 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 20 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction for a distance of two metres.

6.358 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Colombo Street commencing at point 22 metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 20 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.

6.359 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 42 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction for a distance of 22 metres.

6.360 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Colombo Street commencing at point 64 metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 21 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.

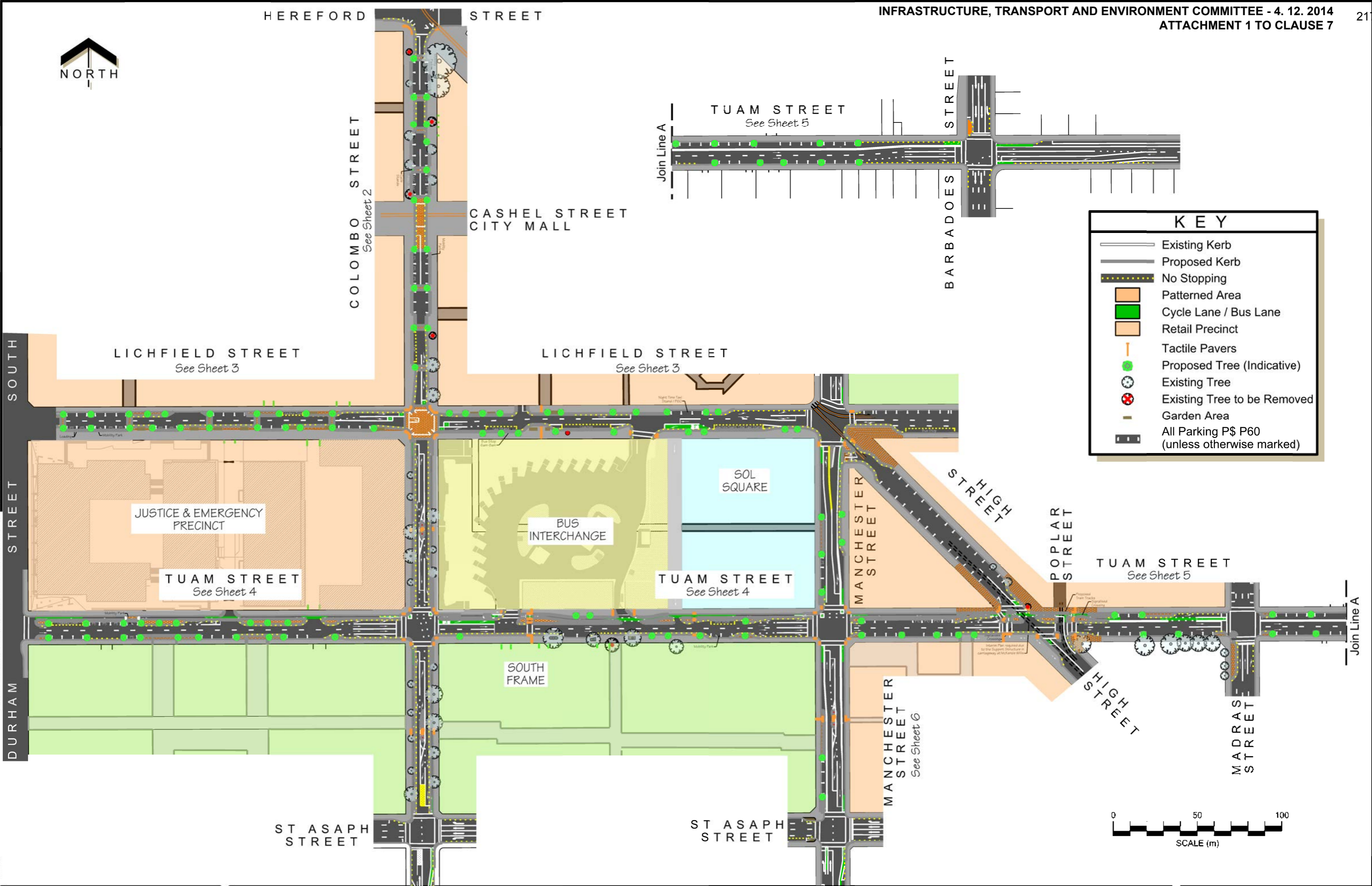
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- 6.361 Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 85 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction to its intersection with Hereford Street.
- 6.362 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of five metres.
- 6.363 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the east side of Colombo Street commencing at point five metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 15 metres.
- 6.364 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at a point 20 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction for a distance of two metres.
- 6.365 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking meters, (including Pay and Display machines or any approved means of payment) on the east side of Colombo Street commencing at point 22 metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 14 metres. This restriction is to apply Monday to Thursday 9am to 5pm and Friday to Sunday 9am to 8:30pm.
- 3.366 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at a point 36 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction for a distance of 28 metres.
- 3.367 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking meters, (including Pay and Display machines or any approved means of payment) on the east side of Colombo Street commencing at point 64 metres north of its intersection with Cashel Street (City Mall), and extending in a northerly direction for a distance of 19 metres. This restriction is to apply Monday to Thursday 9am to 5pm, and Friday to Sunday 9am to 8:30pm.
- 3.368 Approve that the stopping of vehicles be prohibited at any time on the east side of Colombo Street, commencing at a point 83 metres north of its intersection with Cashel Street (City Mall) and extending in a northerly direction to its intersection with Hereford Street.

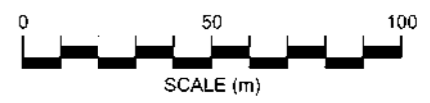
Lichfield Street / Madras Street

- 3.369 Approve that the prohibited left turn movement for all vehicles, from the Madras Street south approach into Lichfield Street, be revoked.

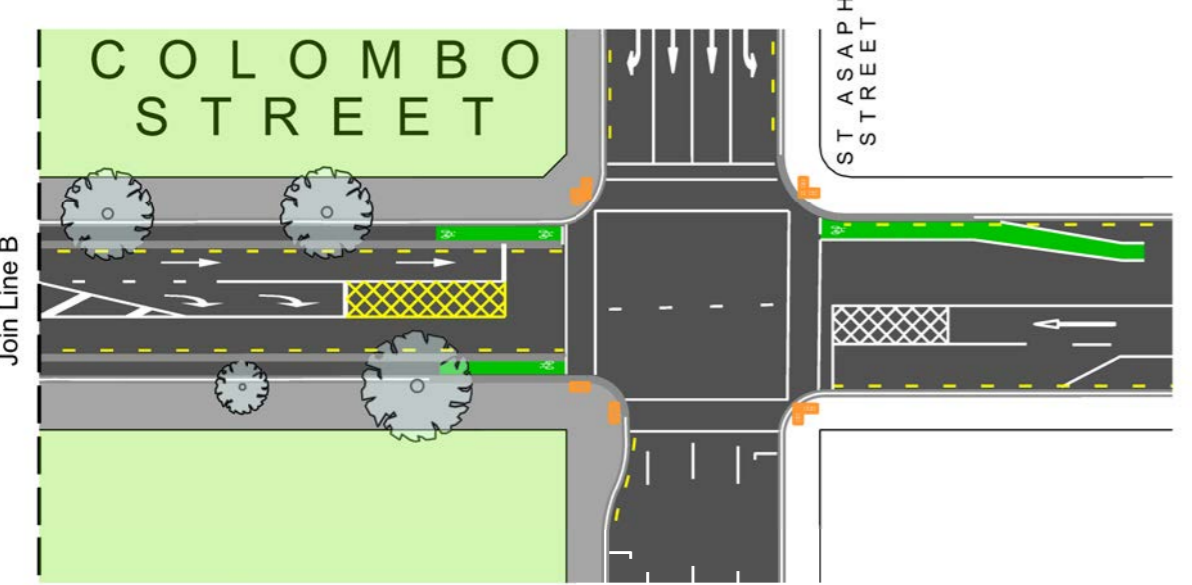
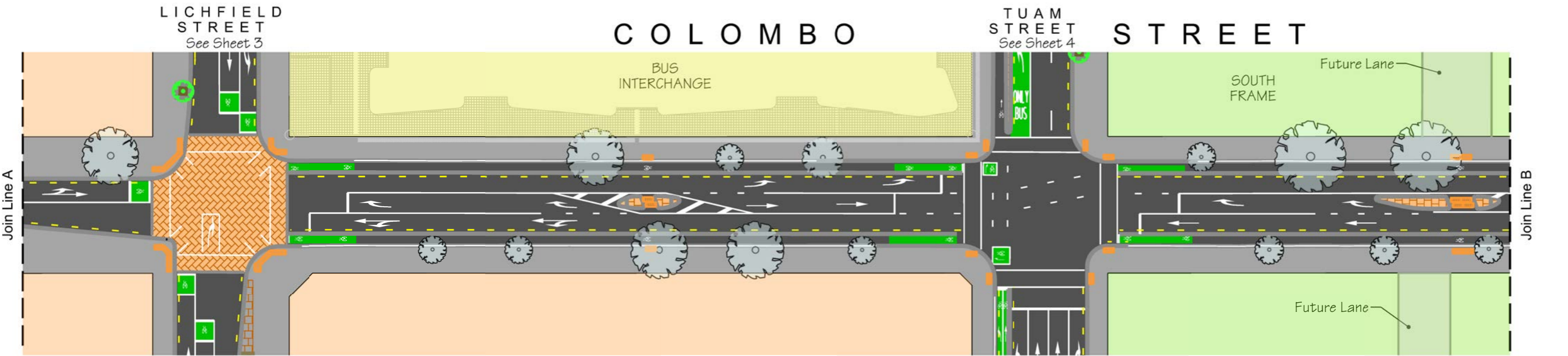
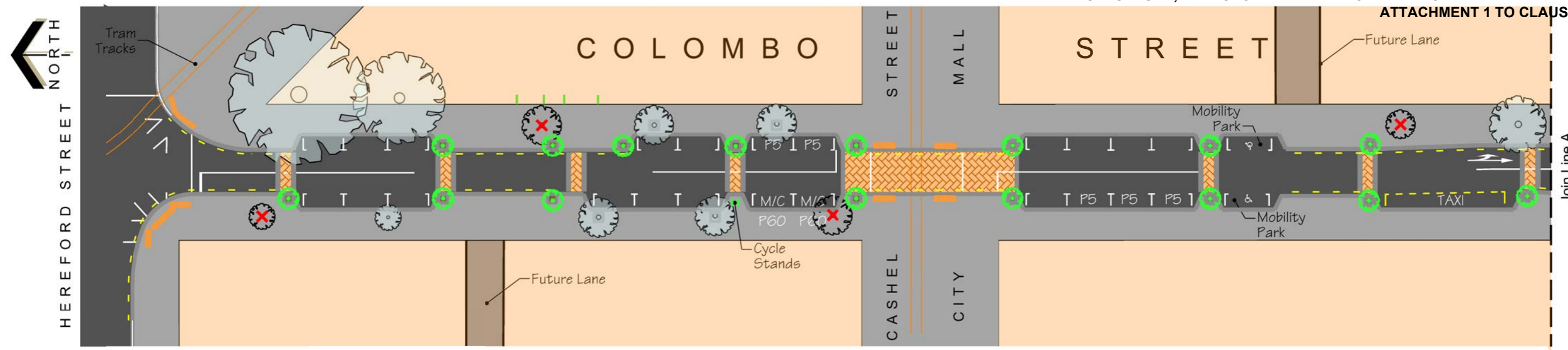
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	Patterned Area
	Cycle Lane / Bus Lane
	Retail Precinct
	Tactile Pavers
	Proposed Tree (Indicative)
	Existing Tree
	Existing Tree to be Removed
	Garden Area
	All Parking P\$ P60 (unless otherwise marked)

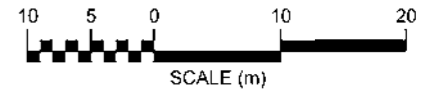


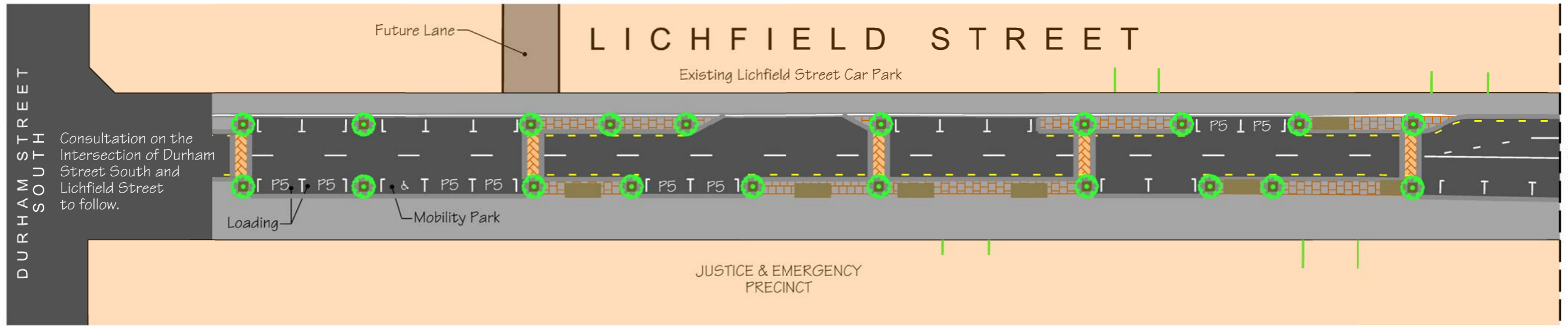
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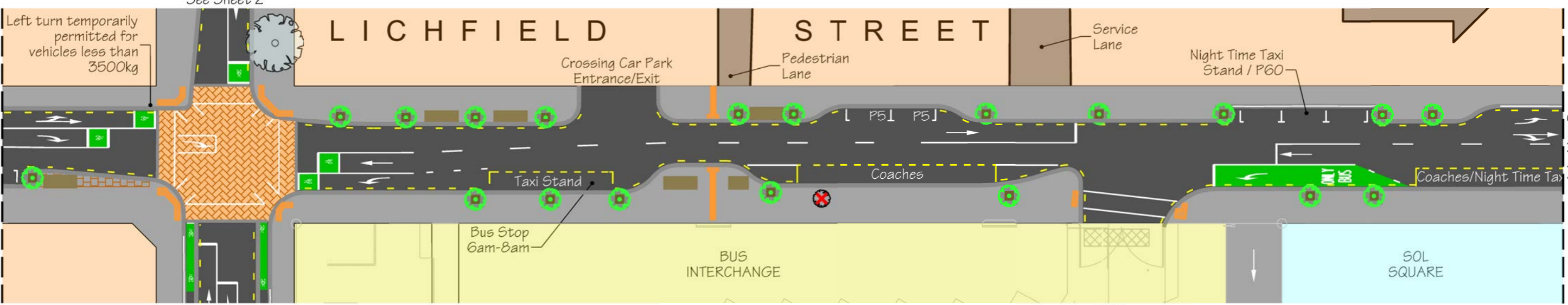
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	Tactile Pavers
	Proposed Tree (Indicative)
	Existing Tree
	Existing Tree to be Removed
	Garden Area
	All Parking P\$ P60 (unless otherwise marked)

Colombo Street Footpath Patterned Surface Arrangement to be determined

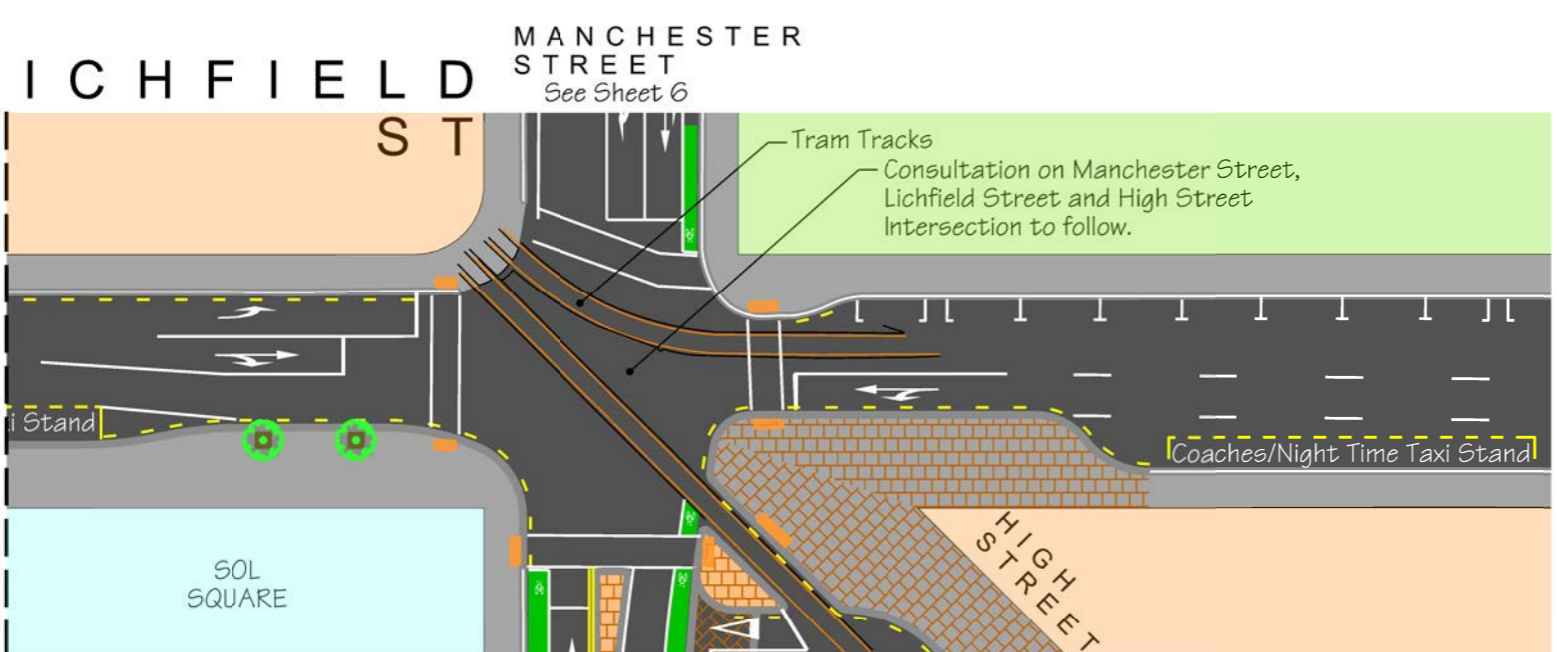




Join Line A

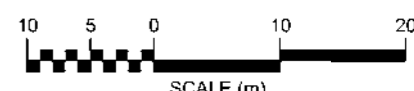


Join Line B



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	Retail Precinct
	Tactile Pavers
	Proposed Tree (Indicative)
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	Existing Tree to be Removed
	Garden Area
	All Parking P\$ P60 (unless otherwise marked)

Lichfield Street Footpath Patterned Surface Arrangement to be determined



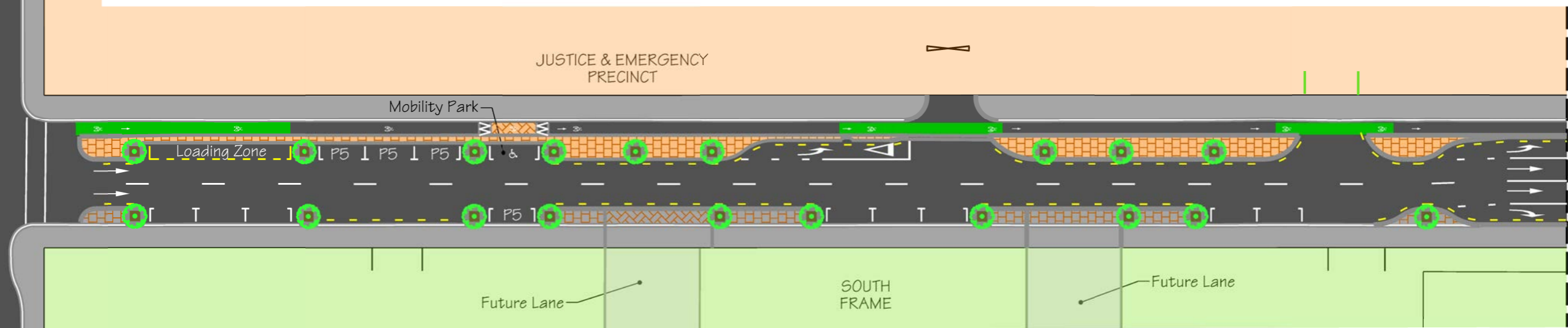
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TUAM STREET



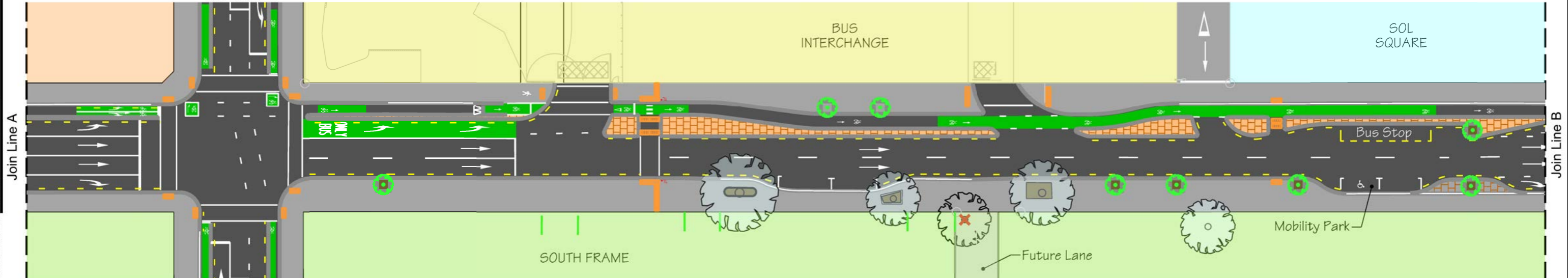
Consultation on the Durham Street South and Tuam Street Intersection to follow

DURHAM STREET SOUTH



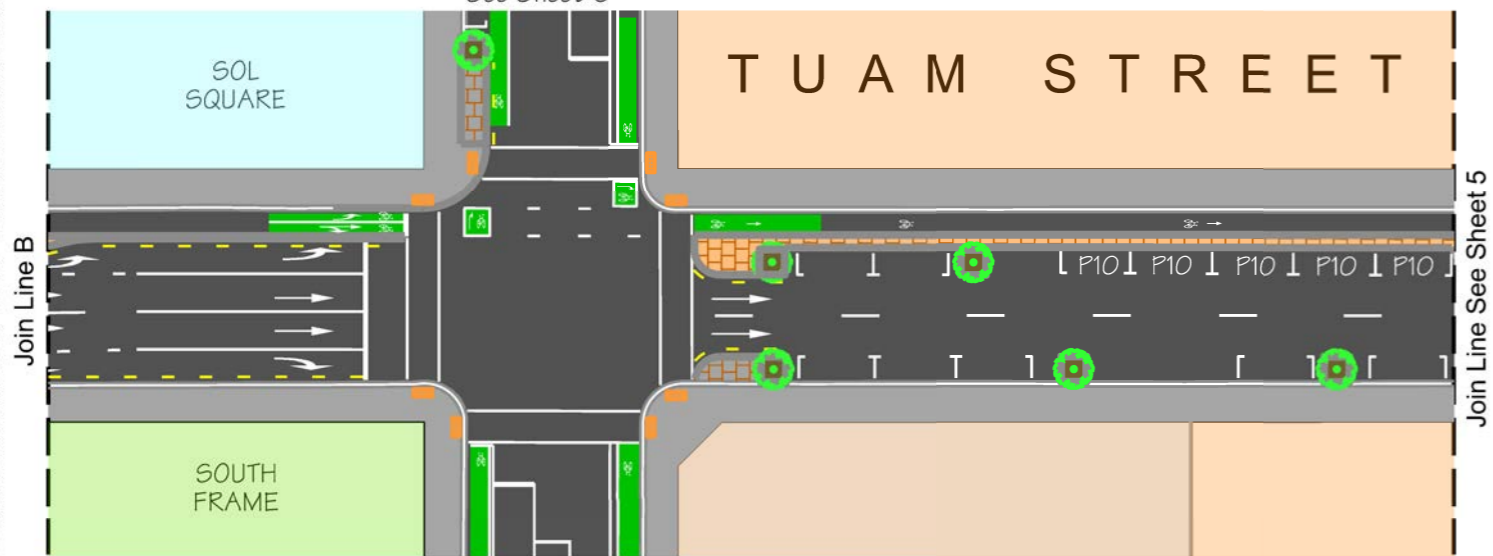
COLOMBO STREET
See Sheet 2

TUAM STREET



MANCHESTER STREET
See Sheet 6

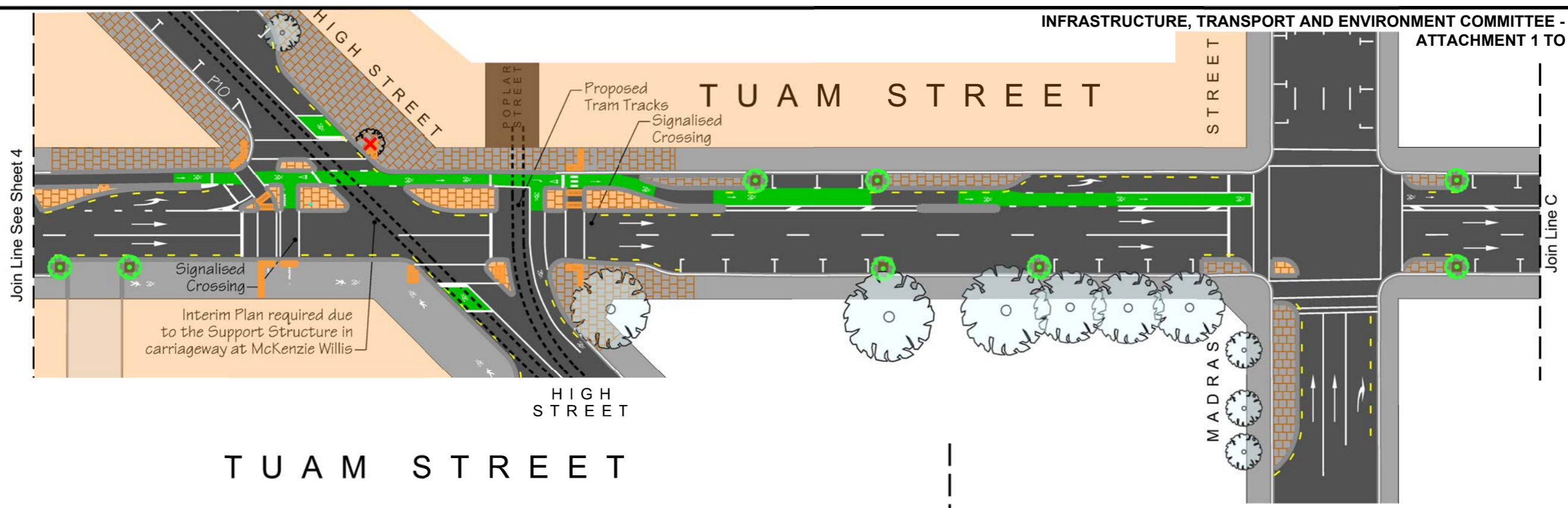
TUAM STREET



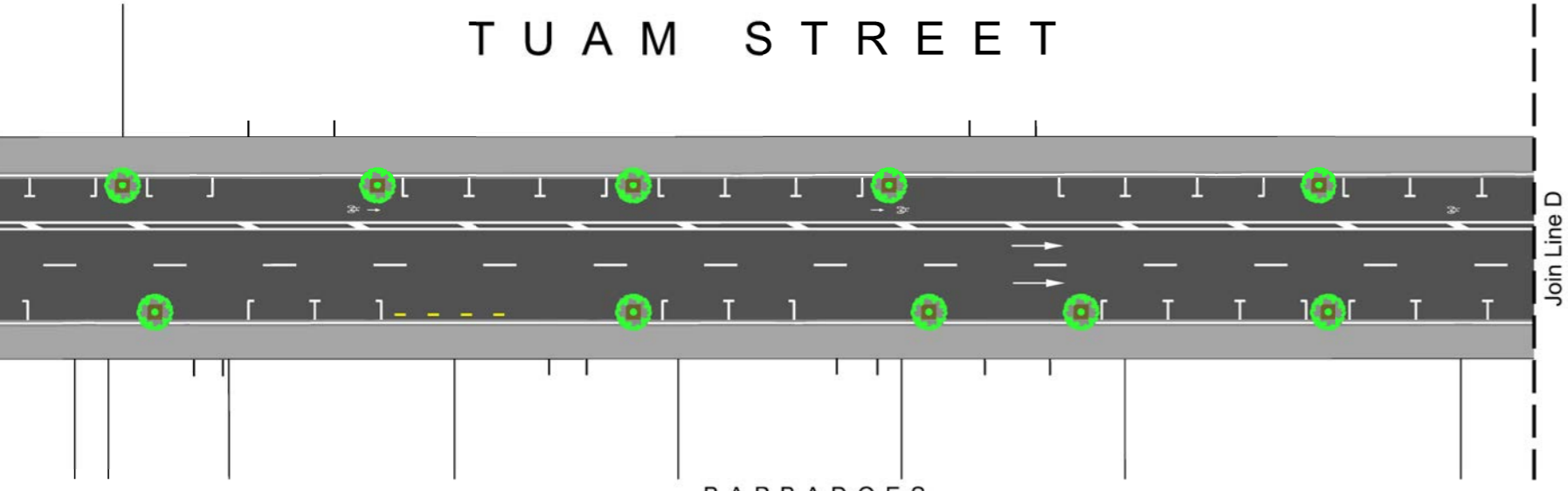
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	Retail Precinct
	Tactile Pavers
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	Existing Tree to be Removed
	Garden Area
	All Parking P\$ P60 (unless otherwise marked)



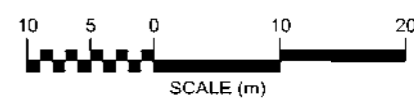
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Interim Plan required due to the Support Structure in carriageway at McKenzie Willis



KEY	
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	Cycle Lane / Bus Lane
	Retail Precinct
	Tactile Pavers
	Proposed Tree (Indicative)
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	Garden Area
	All Parking P\$ P60 (unless otherwise marked)



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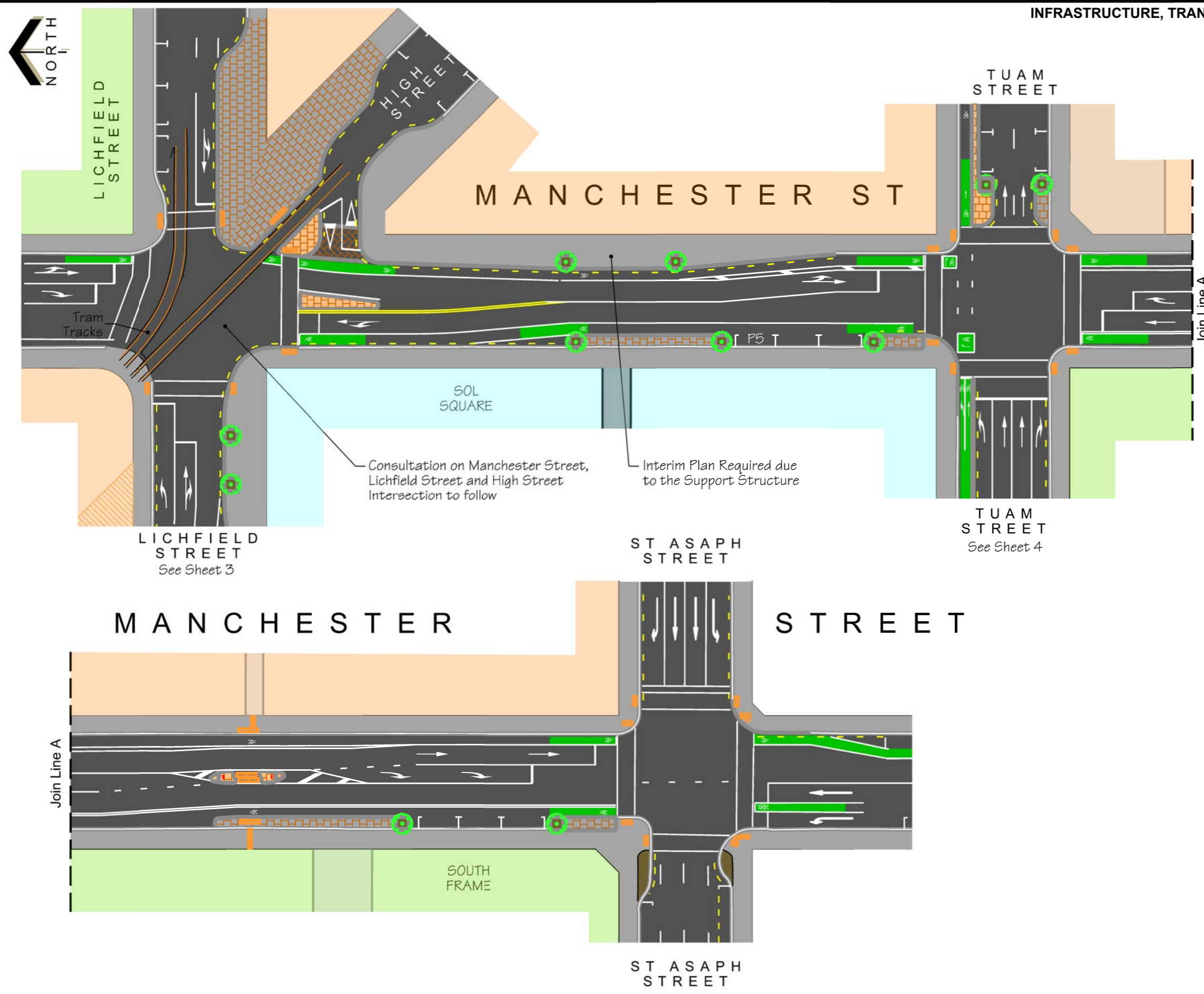
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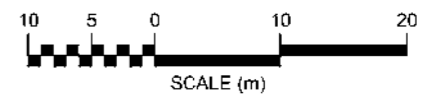
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KEY	
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	No Stopping
	Patterned Area
	Cycle Lane / Bus Lane
	Retail Precinct
	Tactile Pavers
	Proposed Tree (Indicative)
	Existing Tree
	Existing Tree to be Removed
	Garden Area
	All Parking P\$ P60 (unless otherwise marked)



Consultation
No.2

An Accessible City – transport projects: proposed changes

**Colombo Street –
from Hereford Street
to St Asaph Street**

**Tuam Street – from
Durham Street to
Barbadoes Street,
including Manchester
Street from Lichfield Street
to St Asaph Street**

**Lichfield Street – from Durham
Street to Manchester Street**

Consultation Wednesday 17 September – Wednesday 8 October 2014

Consultation
No.2



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Image opposite: An artist's impression of the new Bus Interchange.

Image courtesy of CERA

An Accessible City

An Accessible City

Christchurch City Council, working closely with the Canterbury Earthquake Recovery Authority (CERA), is seeking your feedback on proposed transport network changes on Colombo Street, Lichfield Street, Tuam Street and a section of Manchester Street. These changes pave the way for the new Bus Interchange due to open in April 2015.

They comprise the second group of transport projects to deliver *An Accessible City*. Consultation on the first group – Hagley / Moorhouse Corner and surrounding streets and Hospital Corner, including Oxford Terrace and Tuam Street Stage I early works – closed on 8 September 2014.

An Accessible City is the transport chapter of the Christchurch Central Recovery Plan developed under the Canterbury Earthquake Recovery Act 2011. The chapter was prepared by CERA in partnership with the Christchurch City Council, Environment Canterbury (ECAN) and the NZ Transport Agency.

Changes to the transport network and streetscape are outlined in the transport chapter which was gazetted by the Government in October 2013 following consultation with the community in late 2012 and early 2013. Based on the changes directed by the Minister for Canterbury Earthquake Recovery shown in *An Accessible City*, concept plans have been developed showing that:

- Colombo Street will be converted into a pedestrian and cycle-friendly Main Street through the proposed 30 km/h Central City zone. This central route will also be used by motor vehicles to access inner city businesses and car parking buildings.
- Lichfield Street will become two-way from Durham Street to Manchester Street.

- Tuam Street will become one-way heading east towards Barbadoes Street.
- Additional changes are needed in Manchester Street from Lichfield Street to St Asaph Street to allow turning movements for buses and to improve the environment for pedestrian and cyclists.

Subsequent separate consultation is planned over further Manchester Street changes north of Lichfield Street.

The key changes to the traffic network, such as conversion of some streets to one-way and some streets to two-way outlined in *An Accessible City*, didn't provide the community with detail about what the street layout will actually look like.

This is why the Council invites your feedback on the details of traffic concept designs that have been developed for Colombo Street, Lichfield Street and Tuam Street including a section of Manchester Street.

Under the CER Act the Council must not make decisions on annual plans and long term plans that are inconsistent with the Act. This does not change the Council's decision-making requirements for road changes under the Local Government Act 2002 or exercising its powers under the Council's Traffic and Parking Bylaw 2008.

As the Road Controlling Authority, the Council must make decisions on specific on-road changes, including car park restrictions, at and around Colombo Street, Lichfield Street and Tuam Street including a section of Manchester Street. The Council would, therefore, like to know the views of residents, local businesses and other users when considering these changes.

For more information on the Christchurch Central Recovery Plan and *An Accessible City* visit www.ccd.govt.nz/the-plan

Context

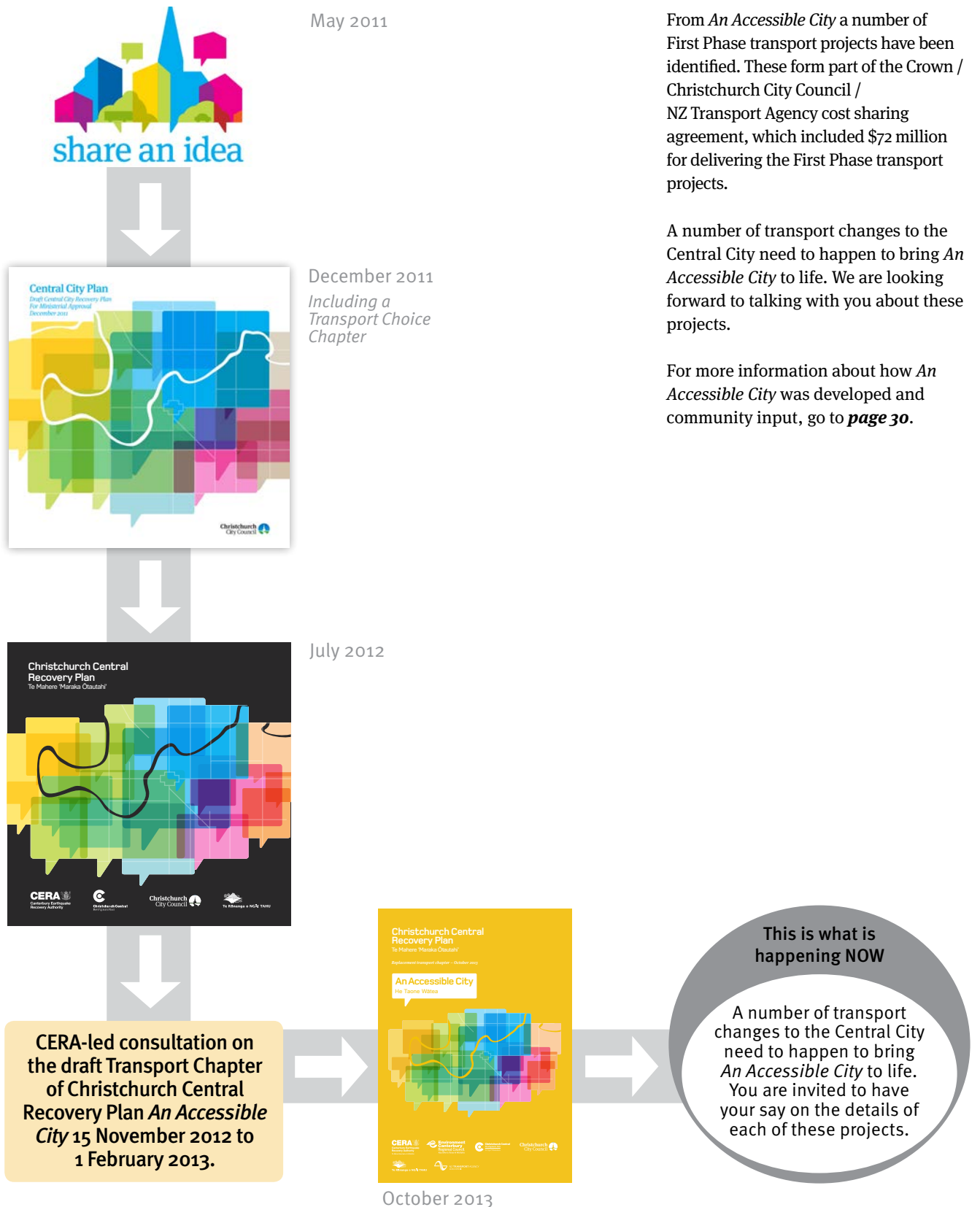
Access to the heart of any large city is challenging. Unlike most cities, Christchurch is in the unique position of being able to redevelop its Central City and take a fresh look at how its transport system can meet the challenge of creating a compact, pedestrian-friendly core.

The vision of *An Accessible City* is:

- To enhance the social, environmental and economic prosperity of the Central City by sharing the streets and spaces differently.
- To create the conditions for a more pedestrian-friendly core.
- To provide improved and well-connected walking, cycling and public transport facilities and routes.
- To create lower speed zones and reduced speed limits on a number of key streets.
- To redirect traffic without a Central City destination along the surrounding avenues.

An Accessible City aims to provide a clear transport framework that ensures linkages with the wider transport network, supports recovery and provides for improved transport options, slower traffic speeds and enhanced streetscapes and environments within the Central City.

How An Accessible City was developed



An Accessible City

An Accessible City

An Accessible City – transport projects: proposed changes

The First Phase transport projects, have been prioritised to align with the delivery of the key anchor projects – Te Papa Ōtākaro / Avon River Precinct, Health Precinct, East Frame, South Frame and the Bus Interchange, which is planned to open in April 2015.

The remaining *An Accessible City* projects will be implemented as required and when further funding has been identified.

The table below summarises the First Phase transport projects. The third, fourth, and fifth projects in the table are being consulted on now:

An Accessible City Projects – First Phase	Supports anchor project	Anticipated engagement
Hagley / Moorhouse Corner, also includes changes on Moorhouse Avenue, Lincoln Road, Grove Road and Selwyn Street	Metro Sport Facility Health Precinct Te Papa Ōtākaro / Avon River Precinct	Consultation has now closed
Hospital Corner, Stage 1 early works, includes changes to Oxford Terrace (no longer a general traffic route into the Central City) Tuam Street (Two-way to one-way Hagley Avenue to Durham Street) including a bus ‘super stop’ near Christchurch Hospital	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	Consultation has now closed
Colombo Street (Hereford to St Asaph streets) Street improvements to provide a pedestrian and cyclist focus <i>See page 10</i>	Bus Interchange Retail Precinct	17 September – 8 October 2014
Lichfield Street conversion from one-way to two-way (Manchester Street to Oxford Terrace) <i>See page 16</i>	Bus Interchange Retail Precinct	17 September – 8 October 2014
Tuam Street conversion from two-way to one-way (Durham to Barbadoes streets). Includes changes in Manchester Street from Lichfield Street to St Asaph Street <i>See page 20</i>	Te Papa Ōtākaro / Avon River Precinct Bus Interchange Health Precinct	17 September – 8 October 2014
Manchester Street improvements to provide bus priority and a ‘super stop’ on Manchester Street.	Bus Interchange East Frame Te Papa Ōtākaro / Avon River Precinct	October / November 2014
Cambridge Terrace and Durham Street improvements to incorporate the street environment into the Te Papa Ōtākaro / Avon River Precinct and provide a seamless transition between the two spaces	Retail Precinct Convention Centre Precinct Te Papa Ōtākaro / Avon River Precinct	October / November 2014
Slow core zone – maximum speed limit in Central City 30 km/h	All Central City anchor projects	Early 2015
Hospital Corner Stage 2 completion works include a bus ‘super stop’ near the hospital, separated bicycle facility and planting	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	Early 2015

	15 August – 8 September 2014 consultation has now closed
	17 September – 8 October 2014
	17 September – 8 October 2014
	17 September – 8 October 2014
	Future engagement

Central City road use hierarchy and anchor projects

An Accessible City sets the direction and intent of the transport projects for the Central City. The new road classification, transport (speed) zones and road use hierarchy provide the framework for how the streets will be designed and operated.

- | | |
|--|-----------------------------------|
| 1 Te Papa Ōtākaro / Avon River Precinct | 6 Performing Arts Precinct |
| 2 Retail Precinct | 7 Central Library |
| 3 Convention Centre | 8 Metro Sports Facility |
| 4 Health Precinct | 9 Town Hall |
| 5 Justice and Emergency Precinct | |

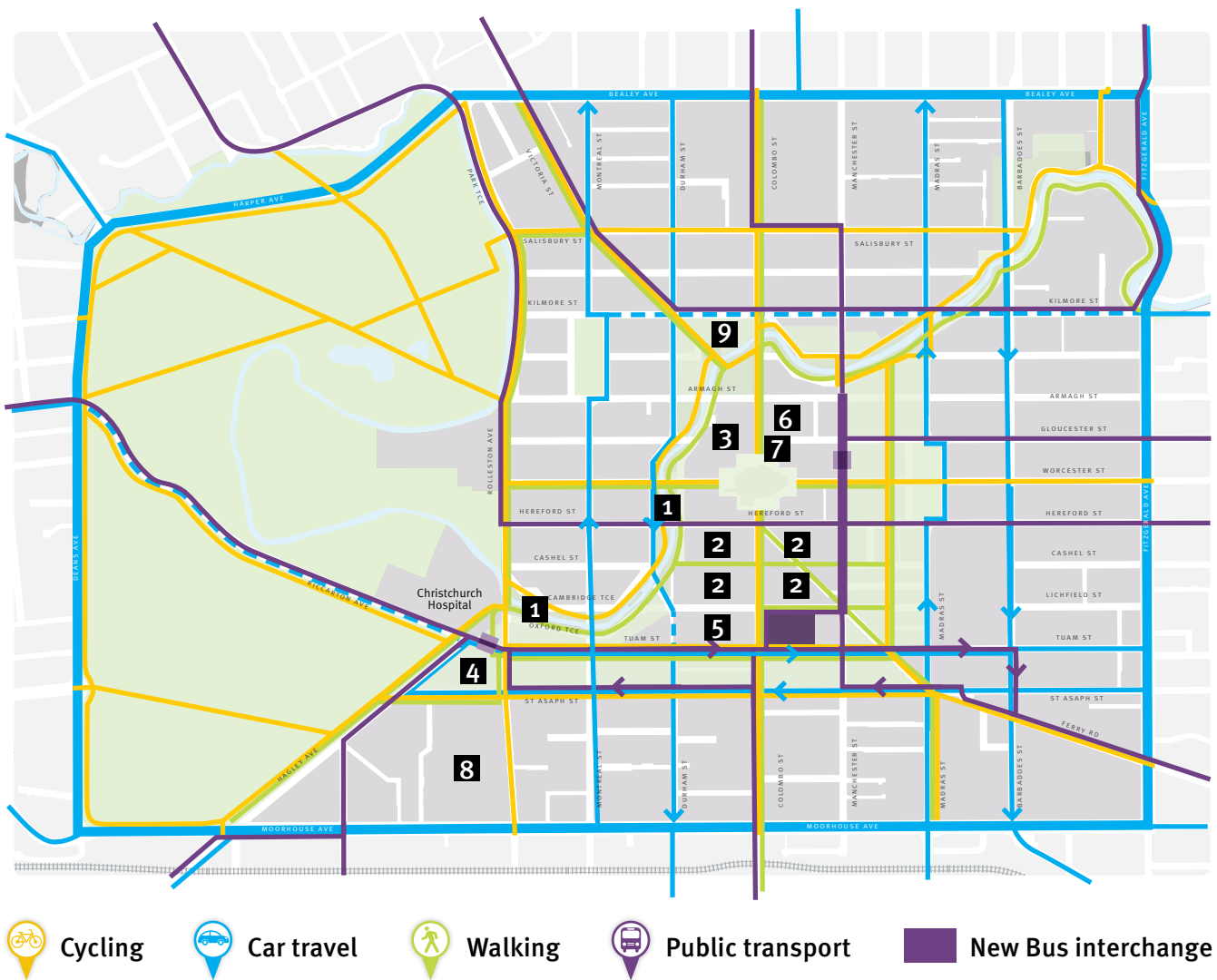


Diagram shows prioritised routes for different travel modes.
 Source: Christchurch Central Recovery Plan – *An Accessible City* page 4.

What we are seeking your views on now

The Council wants your feedback on proposed transport network changes at:

- Colombo Street from Hereford Street to St Asaph Street (see page 10)
- Lichfield Street from Durham Street to Manchester Street (see page 16)
- Tuam Street from Durham Street to Barbadoes Street, including a section of Manchester Street from Lichfield Street to St Asaph Street (see page 20).

This booklet includes the key features, detailed plans and response forms for the three project areas.



Project area: Colombo Street, Lichfield Street, Tuam Street and Manchester Street.

Have your say

Decision making

The following changes are included in the *An Accessible City* transport chapter of the Recovery Plan gazetted in October 2013:

- Tuam Street will be one-way from west to east
- Lichfield Street will change from one-way to two-way
- A 30 km/h Central City core
- A road use hierarchy highlighting which types of travel have priority on different routes.

The Council, as the Road Controlling Authority, must make decisions on changes for Colombo Street, Lichfield Street and Tuam Street, including a section of Manchester Street from Lichfield Street to St Asaph Street, in accordance with the Local Government Act 2002 and the Council's Traffic and Parking Bylaw 2008.

As part of that process, the Council would like to know the views of residents and road users when considering these changes. All feedback will be considered before detailed plans are submitted for Council approval.

Along with your comments, elected members must also consider the Recovery Plan, wider transport network requirements, safety, anchor project location, transport needs, anticipated traffic flows and technical advice when making their decision. The Council cannot make decisions on annual plans and long term plans under the Local Government Act that are inconsistent with the Recovery Plan and its gazetted *An Accessible City* transport chapter.

Before the Council makes its decision, we will inform submitters of the community feedback and update you on the next phase of the projects.

haveyoursay

www.ccc.govt.nz/haveyoursay

Feedback and comments are being sought during the consultation period from 17 September – 8 October 2014.

How to give us your feedback

Response forms are included in this booklet after each transport project. However, you can provide your feedback in a number of ways:

By using the online response form at: www.ccc.govt.nz/haveyoursay

By emailing your feedback and any attachments to: AACTransportprojects@ccc.govt.nz
(Please make sure your full name and address is included with your submission)

By mail, post to (no stamp required):

Freepost 178
AAC Transport Projects
Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

By hand delivery to:

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions as shown below

Please make sure your response arrives with the Council before consultation closes at 5pm, Wednesday 8 October 2014.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm (30 minute presentation followed by drop-in session)

St Michael's Church School Hall,
Durham Street South entrance between
Tuam Street and Oxford Terrace

Saturday 27 September 2014,

11.30am–2.30pm (drop-in session)

Future Christchurch Showcase, Re:Start
Mall, near Bridge of Remembrance

Monday 29 September 2014

11am–2pm (30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Colombo Street – from Hereford Street to St Asaph Street

Overview

The proposed design concepts renew Colombo Street from St Asaph Street to Hereford Street. Colombo Street is one of the key pedestrian routes and is also a north/south cycle route through the Central City. The cycleway connects to the Papanui Parallel Major Cycleway at the northern end of Colombo Street.

On Colombo Street, between St Asaph and Lichfield streets, it is proposed the kerbs are placed back on the current alignment. The existing street trees will be retained as they are 'limbed up' to a suitable height to be clear of traffic. New trees will replace those removed as a result of damage caused by collapsing buildings during the Canterbury Earthquakes. Existing kerb and channel will be retained if it is in good condition.

Between St Asaph Street and Lichfield Street, where projected traffic volumes are expected to be relatively high, it is proposed new separated and raised Copenhagen-style cycle lanes (pictured below) will be installed on both sides of the road. These will be outside of the current kerb and channel with a single traffic lane in each direction.

On Colombo Street, from Lichfield Street to Hereford Street, the projected traffic volumes are lower than south of Lichfield Street. The project, therefore, proposes a mix of pedestrians, cyclists and general traffic in the same lane removing the need for the Copenhagen-style cycle lanes. This creates space for on-street parking and servicing spaces. A taxi stand is proposed just north of Lichfield Street to service the Retail Precinct, and to complement the taxi rank provided on Lichfield Street outside the new Bus Interchange.

Where Colombo Street crosses Cashel Street, it is proposed paving is installed

on the carriageway to reinforce the proposed 30km/h speed environment and the shared nature of this area with Cashel Mall.

The works will involve new sections of kerb and channel, storm water changes, new footpaths, resurfacing the carriageway, new street lighting and street furniture, along with revised road markings.

For the Colombo Street proposal see Sheet 2 of the enclosed consultation plans.



Colombo Street looking north to Cathedral Square.



Copenhagen-style cycle lane.



Colombo Street looking south to the Port Hills.

Proposed key features of the Colombo Street project:

- Convert Colombo Street into a pedestrian and cycle-friendly street through the proposed 30 km/h slow speed core.
- Provide safe crossings for pedestrians. The kerb line has been extended on the northern side of the Lichfield Street intersection to reduce the pedestrian crossing distance. A ‘Barnes Dance’-style crossing phase, which stops all traffic and allows pedestrians to cross intersections in every direction at the same time will be a feature of the intersection.
- Include separated cycle lanes on both sides of the road between St Asaph Street and Lichfield Street.

- The lanes will be laid out in the Copenhagen-style – on the road but slightly higher than street level.
- With the above layout, all on-street car parking will be removed between St Asaph Street and Lichfield Street. Car parking provided on Colombo Street between Hereford Street and Lichfield Street will be mainly short-term for drop-offs and servicing. There will also be parking spaces for motor cycles, taxis and a mobility parking space opposite Ballantynes.
 - North of the intersection with Lichfield Street there are on-road mixed cycle/vehicle lanes with parking due to lower projected traffic volumes. Overall, there will be a net loss of 14 car parks on Colombo Street between Hereford Street and St Asaph Street.

- Enable trams to cross east-west over Colombo Street at High Street and Cashel Mall.
- Include streetscape design features along the frontage of the new Bus Interchange to enhance the street’s appearance and accessibility.
- Link with the Tuam Street one-way conversion and the Lichfield Street two-way conversion, both within the proposed 30 km/h speed zone.
- Provide access to the Lichfield Street car parks from Colombo Street.
- Four trees will be removed in Colombo Street and replaced with Pin Oaks (*Quercus palustris*), which are the same species as the existing trees.



Colombo Street, High Street and Hereford Street intersection.



Response form

Colombo Street – from Hereford Street to St Asaph Street – response form

Christchurch City Council is seeking your feedback on the transport project for Colombo Street – from Hereford Street to St Asaph Street, and would like to hear from you.

Feedback and comments are being sought during the consultation period from **17 September – 8 October 2014.**

How to give us your feedback

A response form is provided here. However, you can provide your feedback in a number of ways:

By using the online response form at:
www.ccc.govt.nz/haveyoursay

By emailing your feedback and any attachments to:
AACtransportprojects@ccc.govt.nz
(Please make sure your full name and address is included with your submission)

By mail, post to (no stamp required):

Freepost 178
AAC Transport Projects
Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

By hand delivery to:

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions as shown on reverse

Please provide your feedback and comments on **Colombo Street – from Hereford Street to St Asaph Street** below *(and use additional paper if required)*:

Thank you for taking the time to respond. Please include your contact details over the page.



Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

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Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm

(30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South
entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014, 11.30am–2.30pm

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BNZ Lounge, EPIC, 96 Manchester Street

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FREEPOST Authority No.178

Christchurch
City Council 



AAC Transport Projects
Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

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Photograph: Colombo Street.

Lichfield Street – from Durham Street to Manchester Street

Overview

Lichfield Street, currently a one-way east-bound street, is to be converted to a two-way street between Durham and Manchester streets. This change is necessary because Tuam Street will replace Oxford Terrace as the primary east-bound route into the Central City.

Lichfield Street will, therefore, become the main access route for the Retail Precinct and the proposed car parking facilities. In addition, it will also have the entrance/exit from the Bus Interchange to the east of Colombo Street for bus services that are planned to travel to and from the Interchange along the new Manchester Street boulevard and through the planned bus 'super stop' located further north on Manchester Street.

At the Colombo Street intersection, traffic will not be able to turn north towards Hereford Street – as was the case pre-earthquake. This is to maintain manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets and also through Cathedral Square further north. This supports an attractive mixed use street for pedestrians, cyclists and access vehicles.

Lichfield Street is the frontage to three anchor projects: the Justice and Emergency Precinct, the Bus Interchange and the Retail Precinct. The Lichfield Street design includes a net gain of 19 on-street car parking spaces, street trees on both sides of the street and a traffic lane in each direction. No cycle lanes are planned here as Tuam Street is the key cycle route with a separated cycle facility (see Sheets 4 and 5).

The Lichfield Street design provides narrow sections to accommodate pedestrian crossings between the new pedestrian lanes proposed in the Retail Precinct and the new Bus Interchange

and Justice and Emergency Precinct. Outside the Bus Interchange, bays are being provided for the regional and intercity coaches on the southern side of Lichfield Street. This will provide a central pick-up and drop-off area for other bus services operating through the Bus Interchange.

Provision is being proposed for a taxi rank on this section of Lichfield Street for Bus Interchange users. A night-time taxi rank is also proposed for late night entertainment in the vicinity.

The proposed works involve sections of new kerb and channel, storm water changes, new footpaths and resurfacing of the carriageway, along with revised road markings.

A two-way section of road on Durham Street between Lichfield and Tuam streets is being planned as part of another *An Accessible City* project to allow access for vehicles from the west to the new Retail Precinct.

Proposed key features of the Lichfield Street two-way conversion – from Durham to Manchester Street:

- Convert Lichfield Street from one-way to two-way from just east of the Cambridge Terrace / Durham Street intersection to Manchester Street.
- Operate as the preferred vehicle access route into the Retail Precinct, parking buildings and the northern access to the Justice and Emergency Precinct.
- An exclusively pedestrian 'Barnes Dance'-style pedestrian crossing phase at the intersection of Colombo and Lichfield streets to reduce conflict with key cycle and walking routes along Colombo Street, and pedestrian flows from the Bus Interchange.
- Signalise the entrance at the Bus Interchange to give priority to entering and exiting buses and also protect cyclists and pedestrians.
- Provide northern access to the Bus Interchange to the east of Colombo Street.
- Give pedestrians and buses priority between the Bus Interchange access and Manchester Street.
- Become part of the proposed Central City 30 km/h slow speed core.
- Broad-leaved Lime trees (*Tilia platyphyllos*) planted along the street.

For the Lichfield Street proposal see Sheet 3 of the enclosed consultation plans.

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

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Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm

(30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South
entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014, 11.30am–2.30pm

(drop-in session)

Future Christchurch Showcase, Re:Start Mall,
near Bridge of Remembrance

Monday 29 September 2014

11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

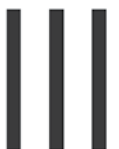
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City Council 

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Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

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Photograph: Lichfield Street
looking west to Colombo Street.

Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street

Overview

Tuam Street is currently a two-way street that on completion of *An Accessible City* will become one-way, east-bound as far as Fitzgerald Avenue. For this stage of the conversion, Tuam Street will become one-way from Durham Street to Barbadoes Street, past the Bus Interchange and through the Innovation Precinct. The final conversion to Fitzgerald Avenue will occur at a later date and will be subject to separate consultation.

As Tuam Street is a key cycle route in the Central City, a separated cycleway is proposed on the north side of the street. This provides an important link to connect to the major cycleway projects at Antigua Street and High Street. It is not proposed to separate these cycle lanes further east on Tuam Street once past High Street. East of High Street the cycle lane will be marked on the side of the road with a painted buffer strip to provide additional width from adjacent car parking.

Some traffic signal and intersection layout changes will be required at each intersection to accommodate the change to the one-way direction. Street lighting will be upgraded for the one-way change along Tuam Street.

It is proposed broad-leaved Lime trees (*Tilia platyphyllos*) will be planted on both sides of the carriageway along the length of Tuam Street. The tree species will then be consistent from Hagley Avenue along the full length of Tuam Street.

It is proposed 47 on-street parking spaces will need to be removed to accommodate the new separated cycle facility, improved street trees placement,

general traffic, buses, pedestrians and altered intersection lane configurations associated with the change to a one-way. However, new public car parking facilities are planned in Lichfield Street and the Council is looking at temporary sites off Tuam Street for parking. Secure cycle storage is being provided in the Bus Interchange and will be considered for new public parking buildings.

The proposed works will involve sections of new kerb and channel, storm water changes, new asphalt footpaths and resurfacing of the carriageway, along with revised road markings.

Proposed key features of the Tuam Street one-way conversion – from Durham Street to Barbadoes Street:

- Convert Tuam Street to one-way west to east between Durham Street and Barbadoes Street (as included in the Recovery Plan).
- Prioritise bus movement, where possible, towards the Bus Interchange.

- Signalise the entrance at the Bus Interchange to give priority to entering buses and also protect cyclists and pedestrians.
- Incorporate a separated cycle facility on the north side of Tuam Street from Durham Street to the east of High Street for one-way travel.
- The cycle lane from High Street to Barbadoes Street will not be separated.
- Become part of the proposed Central City 30 km/h slow speed core.
- Provide limited parking around the Bus Interchange area to assist the movement of buses and maintain visibility.
- The tram route from Poplar Street will cross Tuam Street to enter High Street then trams will return along High Street.
- Broad-leaved Lime trees (*Tilia platyphyllos*) planted along the street.

For the Tuam Street proposals see Sheets 4 and 5 of the enclosed consultation plans.



Tuam Street and Durham Street intersection looking east to Colombo Street.

Manchester Street from Lichfield Street to St Asaph Street

Overview

Proposed Manchester Street changes are mainly aimed at improving bus and traffic movements. The section from Lichfield Street to St Asaph Street includes one traffic lane in each direction, on-road cycle lanes, on-street parking, footpaths and street trees.

As part of the one-way conversion of Tuam Street, changes are required in Manchester Street to improve the turning movements for buses and also enhance facilities for pedestrians and cyclists.

Because of the above changes 19 parking spaces will be removed.

Proposed key features of Manchester Street – from Lichfield Street to St Asaph Street:

- Cycle lanes are retained on both sides of the street.
- Kerb build-outs outside Sol Square and across the road.
- Lane changes to accommodate buses turning into Lichfield Street and St Asaph Street.
- London Plane trees (*Platanus acerifolia*) planted.

Significant further changes on Manchester Street between Lichfield Street and Kilmore Street will be consulted on as part of a separate package of works.

For the Manchester Street from Lichfield Street to St Asaph Street section, see Sheet 6 of the enclosed consultation plans.



Manchester Street and Tuam Street intersection.



Photograph: Tuam Street and Barbadoes Street intersection.

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

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Photograph: Manchester Street near the Lichfield Street intersection looking north.

Frequently asked questions

How will the Tuam Street cycle route connect with other Central City cycle routes?

As Tuam Street will be a key cycle route in the Central City, a cycleway separated from adjacent traffic is proposed for the north side of the street. This provides an important link to the Major Cycleway projects joining at Antigua Street and at High Street. Past High Street, these cycle lanes are not proposed to be separated. East of High Street the cycle lane will be marked on the side of the road with a painted buffer strip to provide additional width from adjacent car parking.

For general information on cycleways, visit www.ccc.govt.nz/cycleways

The Bus Interchange will be a very busy place, how will the needs of buses, pedestrian and cyclist all be met safely?

The exclusively pedestrian 'Barnes Dance'-style pedestrian crossing phase, which stops all traffic and allows pedestrians to cross the intersection in every direction at the same time, is proposed for the intersection of Colombo and Lichfield streets. It will reduce conflict with key cycle and walking routes along Colombo Street and pedestrian flows from the Bus Interchange.

Outside the Bus Interchange on Tuam Street and Lichfield Street, signal controls are planned to ensure buses are not in conflict with cyclists or pedestrians.

What are Copenhagen-style cycle lanes and what are their benefits?

These are elevated and separated lanes for cyclists. They are proposed on Colombo Street adjacent to the Bus Interchange.

With the proposed changes to Tuam Street, which will see it become one-way heading east, how will I get to Lichfield Street from Tuam Street?

A future project will propose that Durham Street between Lichfield Street and Tuam Street becomes two-way as proposed by *An Accessible City*. You will be able to turn left and right from Durham Street onto Lichfield Street and onto Oxford Terrace in these proposed future works.

The proposal states Lichfield Street will become a two-way distributor street. What is a distributor street?

A distributor street carries less traffic volumes than an arterial road. It is designed to suit the local character and intended development of an area while still allowing safe and efficient movement of vehicles.

Lichfield Street will be an important street to access Retail Precinct parking.

What will the one-way conversions mean for the physical layout of the intersections?

There will be altered intersection lane configurations and some traffic signal and intersection layout changes at each intersection to accommodate the change to the one-way direction. Street lighting will be upgraded for the change in direction along Tuam Street.

These concepts propose the loss of on-street car parking spaces. What is the Council planning to do to address this loss?

The concept designs seek to minimise the loss of on-street parking as much as possible. However, some on-street parking spaces will need to be removed to accommodate the new separated cycle facilities, improved street trees placement, general traffic, buses, pedestrians and altered intersection lane configurations associated with the change to one-way.

New public car parking facilities are proposed in Lichfield Street.

What are the new pedestrian lanes?

The Lichfield Street design provides narrow sections to accommodate the new pedestrian lanes proposed in the Retail Precinct. These will provide good pedestrian connectivity and site lines between the Anchor projects such as the Bus Interchange and the Justice and Emergency Precinct.

What does an “accessible” city mean?

“Accessible” means it will be easier for people to get to, and move around in, the Central City whether by bus, motor vehicle, cycle or on foot. Journeys will be more enjoyable and there will be less congestion. It also means that the new Central City will be easier to access for people who have mobility challenges.

What are the Council and CERA trying to achieve with transport projects?

The Council and CERA are working together on transport projects that look at changes to traffic flow (by bus, motor vehicle, cycle or on foot) in the Central City as outlined in the Christchurch Central Recovery Plan’s transport chapter – *An Accessible City*. This was published by CERA in October 2013 following consultation in late 2012 and early 2013. People initially shared their ideas and viewpoints about transport in the Central City through the Council’s 2011 ‘Share an Idea’ campaign.

An Accessible City sets the direction and intent of the transport projects to meet the needs of people and businesses. The new road classification, transport (speed) zones and road user hierarchy provides the framework for how the streets will be designed and operated.

All of the individual transport projects that make up *An Accessible City* are dependent on each other to function as an integrated whole. Their implementation also underpins the Recovery Plan – delivering a transport network that enables all of the anchor projects and the new developments across the city to function and be easily accessed.

The introduction of new anchor project developments means that the way people will travel to the Central City in the future will be different from how they travelled prior to the earthquakes. Safety and pedestrian-friendly environments are very important principles in the design considerations for transport projects, together with improved options for people to cycle or use public transport.

There will be trade-offs that need to be made in designing the projects that make up *An Accessible City*, and given the limited road space (most roads are only 20 metres wide), there is a need to prioritise what modes of travel each street might mainly, but not exclusively, be designed to accommodate. Some streets, in the very heart of the city will be slow and, therefore, great for walking and cycling. Other streets further out will need to function as efficient general traffic streets to enable people to easily get to the anchor projects and parking buildings.

The aim of the CERA and the Council is to provide a transport system to meet the needs across the whole network. This means looking at a big picture view of transport for the whole city and how the various transport projects relate to each other.

Frequently asked questions

Why is the Council proposing to make changes to the roading network?

The anchor projects and the Recovery Plan will change how traffic moves to and around in the Central City. *An Accessible City* sets out proposed transport changes to help the future city centre flow more effectively.

It is challenging to imagine our new city and how we will move efficiently within it. These transport projects ask us to think about what our city will look like in the future and how we will get to the exciting new destinations.

We need to start making the changes to the roads now if they are to be made in good time to support the Christchurch Central Recovery Plan. This is because they will take time to construct and some of the anchor projects are well on their way, for example, Te Papa Ōtākaro / Avon River Precinct, the Bus Interchange and Health Precinct.

Why consult when consultation has already been done for the draft chapter of An Accessible City?

CERA carried out public consultation in 2012 and 2013 during the development of *An Accessible City* as part of the Recovery Plan.

The key changes to the traffic network such as, conversion of some streets to one-way and some streets to two-way outlined in *An Accessible City* didn't provide the community with detail about what the street layout will actually look like.

This is why the Council welcomes your feedback on the details of traffic project designs that have been developed for the First Phase projects at Colombo Street, Lichfield Street, Tuam Street and a section of Manchester Street. The first section of this booklet explains in some detail the proposed changes for these three transport projects and includes feedback forms for your comments.

The Council, as the Road Controlling Authority, makes its decisions on roading under the Traffic and Parking Bylaw 2008 and other related legislation.

What research, analysis or technical data was considered when proposing these changes?

The key transport themes and projects that form *An Accessible City* were initially developed from feedback during the Council's very successful 2011 'Share an Idea' campaign. More feedback came when the Council consulted on and conducted Hearings into the draft Central City Plan later that year. Subsequently, CERA received comments on the draft transport chapter of the Christchurch Central Recovery Plan (which became *An Accessible City*) between November 2012 and February 2013. Those views were taken into account by the Minister and all of this was considered when preparing *An Accessible City*, which was published in October 2013.

Around 20 workshops were held by CERA. User groups included St Johns, the Police, SPOKES, the Automobile Association (AA) and the Fire Service. Central City businesses, local residents, and the Central City Business Association were also involved.

The Council and the CERA have now used this feedback to inform specific transport projects that focus on changes to traffic flow (by bus, motor vehicle, cycle or on foot) in the Central City. Part of the more detailed design work on these transport projects involved modelling of future traffic impacts where different development design scenarios were tested and adapted.

How does making Tuam Street one-way make the Central City more accessible?

A one-way Tuam Street will become the preferred route for general traffic and buses west to east across the south of the Central City. Transport analysis has shown keeping Tuam Street a two-way street would mean significant traffic delays.

One of the ways to make the Central City more accessible is to give buses the ‘green wave’ into the Bus Interchange via a one-way Tuam Street.

In order to deliver the Te Papa Ōtākaro / Avon River Precinct improvements on Oxford Terrace, together with more low-speed, pedestrian-friendly streets in the inner zone, a pair of efficient general traffic streets are needed across the southern side of the Central City. The new eastbound-only Tuam Street replaces the current one-way systems on Lichfield and St Asaph streets.

What is the Council doing about parking in the Central City?

The Council is working with CERA on the Draft Christchurch Central Parking Plan, which will guide parking provision within the Central City. Available online as a public document, the Plan will provide information about availability and timing of parking facilities within the Central City. The information in the Plan will help guide decision making for people wanting to access and invest in the city. It will be updated as new information comes to hand.

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) is working in the Central City now. How is this going to align with the proposed transport project works?

SCIRT is responsible for fixing earthquake-damaged infrastructure, which is mostly under the roads and this often doesn’t require major road renewal at the surface. *An Accessible City* transport projects aim to improve the street network and outline the shape of further road improvements to many streets. This goes substantially beyond the early rebuild task, which is urgent and ongoing work by SCIRT. The Council and CERA are, however, working closely with SCIRT to identify opportunities for cost savings and aligned delivery, but the different funding mechanisms, design and approval processes do not always allow work to be implemented at the same time.

Community input

Continued from page 5

An Accessible City chapter has been developed from community feedback during the 2011 ‘Share an Idea’ campaign, where people said they wanted MORE:

- Green spaces
- People-friendly areas for living, working and meeting friends
- Pedestrian-friendly places
- Trees

And LESS:

- Cars
- Traffic
- Concrete
- Buses

Community feedback was also received on the draft transport chapter of the Christchurch Central Recovery Plan and the draft *An Accessible City* chapter. The Recovery Plan aims to develop a greener, more accessible city with a compact core and a stronger built identity, making it a great place to live, work, play, learn and visit.

The transport projects in *An Accessible City* will help achieve this by creating:

- A compact core with slow streets and people friendly spaces
- Separated cycleways on some key routes, complementing the city-wide cycle network
- Enhanced one-ways to better fit with surrounding land uses
- Two-way conversions to suit residential areas
- Improved avenues to provide an outer arterial route
- New ‘super stops’ for buses near the Hospital and Manchester Street to complement the Bus Interchange.

All of the individual projects that make up *An Accessible City* are interconnected and dependent on each other to function as an integrated whole. Their implementation also underpins the Recovery Plan by creating a transport system that connects people and places; and considers the needs of businesses and services.

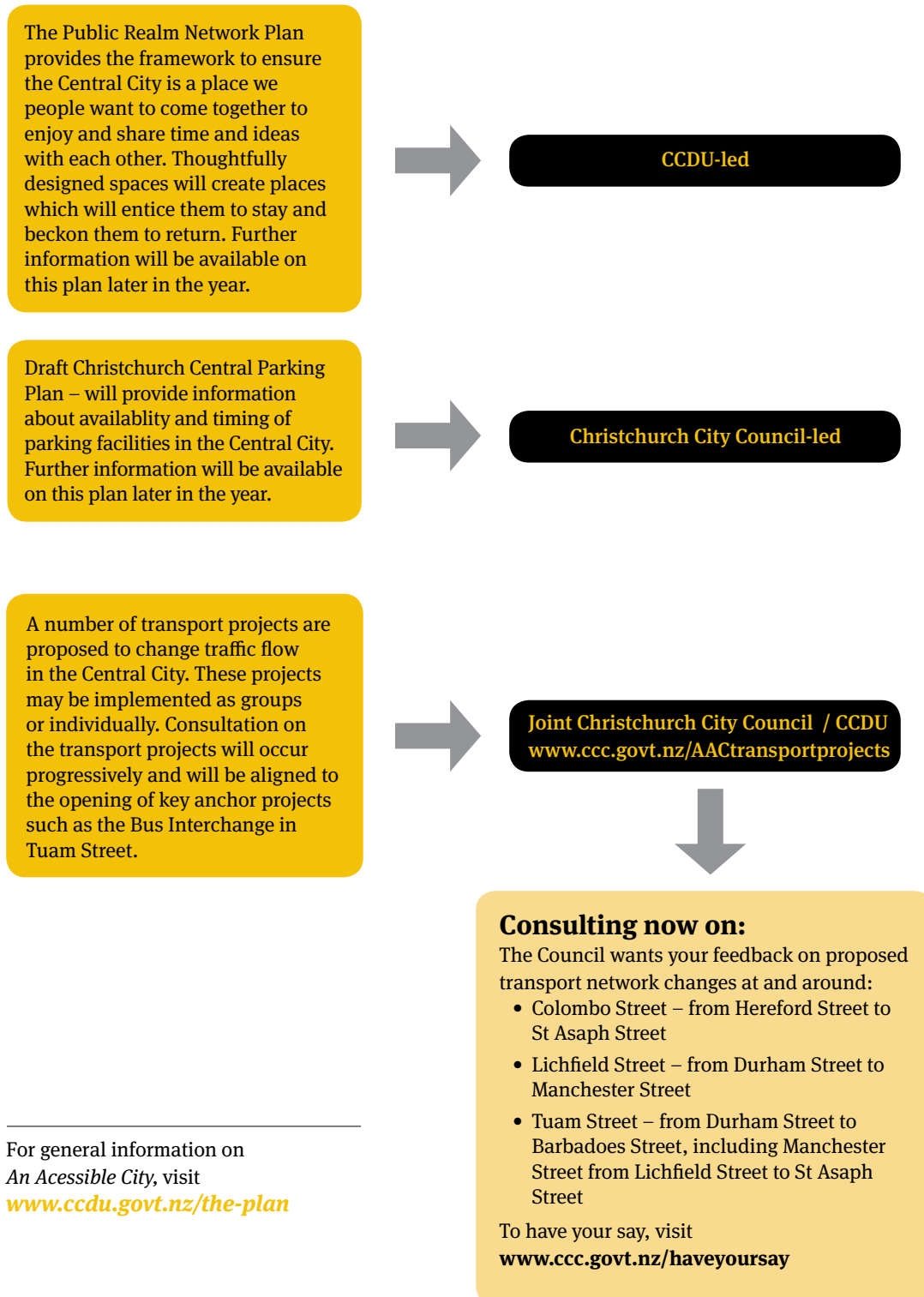
An Accessible City sets the direction and intent of the transport projects for the Central City. The new road classification, transport (speed) zones and road user hierarchy provide the framework for how the streets will be designed and operated.

...a greener, more accessible city with a compact core and a stronger built identity, making it a great place to live, work, play, learn and visit.

– Christchurch Central Recovery Plan

Implementing An Accessible City

Three separate components will help make *An Accessible City* happen:



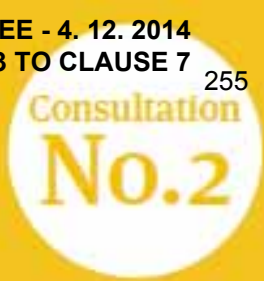
For general information on *An Accessible City*, visit
www.ccd.govt.nz/the-plan

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www.ccc.govt.nz/AACtransportprojects





Consultation summary

21 October 2014

An Accessible City – transport projects: proposed changes

Colombo Street –
from Hereford Street
to St Asaph Street

Tuam Street – from
Durham Street to
Barbadoes Street,
including Manchester
Street from Lichfield Street
to St Asaph Street

Lichfield Street – from Durham
Street to Manchester Street

Consultation Wednesday 17 September – Wednesday 8 October 2014

How information on the three projects was circulated

- 4000 flyers delivered to residents and businesses in and around the project areas
- 200 consultation booklets sent to property owners most affected by the three projects
- Consultation booklets delivered by the project team to businesses in the following areas (from Hagley Avenue):
 - Along Oxford Terrace/Lichfield Street to Madras Street
 - Along Tuam Street to Fitzgerald Avenue
 - Along Colombo Street from the Square to Moorhouse Avenue
 - Along Manchester Street
- Consultation booklets provided at the following:
 - Canterbury Earthquake Recovery Authority
 - Ngai Tahu
 - New Zealand Transport Agency
 - City Council Foyer
 - Future Christchurch Showcase at Re:Start Mall
- Static display at Future Christchurch Showcase, Re:Start Mall
- Information about project and drop in sessions posted and emailed to key stakeholders
- Booklets posted to all Community Board Members
- Booklets posted to all Service Centres and Libraries
- Booklets posted to Ministers and MPs
- Media releases to media outlets:
 - Radio Adverts (More FM) 17 – 21 September & 27 September – 8 October
 - Press 17 September & 1 October
 - The Christchurch Mail 18 September & 2 October
 - The Christchurch Star 19 September & 3 October
- Websites:
 - <http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/transport/aac/index.aspx>
 - www.ccc.govt.nz/haveyoursay/
 - <http://www.futurechristchurch.co.nz/transport/accessible-city>
 - www.tfc.govt.nz

Presentations and drop-in sessions

Drop-ins consisted of a 30-45 minute presentation followed by a drop-in session

Date:	Location:	Numbers visited:
Tuesday 23 September 2014, 4pm – 6pm	St Michael's Church School Hall	12
Saturday 27 September 2014, 11.30am – 2.30pm (drop-in session only)	Future Christchurch Showcase, Re:Start Mall	45
Monday 29 September 2014, 11am – 2pm	BNZ Lounge, EPIC, 96 Manchester Street	13
Thursday 2 October 2014, 11am – 2pm	BNZ Lounge, EPIC, 96 Manchester Street	15
Total		95

- These drop-ins have also been attended by CCDU staff
- A number of technical conversations occurred at drop-ins
- Meetings requested by and set up with:
 - C1 Café owner
 - The metropolitan bus association group
 - The regional bus association group
- Additional communications completed:
 - Banner on the corner of Lichfield and Colombo Streets
 - Static on-road signage in project areas
 - “Flash Ups” on screens in CCC foyer
 - Static display CCC foyer
 - 35 booklets made available for the Mayor and every Councillor (plus 10 for the Mayor’s Executive Team)
 - 50 booklets made available for the Chief Executive and Senior Council staff

Summary of consultation responses

- Sixty five submissions received across the three projects at 21 October 2014.
- The table below summarises the feedback according to those submitters who generally support, generally oppose, and those whom overall support the project subject to conditions and have relief to be sought, or their views are not indicated.

	Generally Support	Generally oppose	Support conditionally	Not indicated
Colombo Street	15	10	5	14
Lichfield Street	10	8	6	12
Tuam Street & Manchester	11	17	7	12

Issues raised – Colombo Street

Issue raised	Number of respondents raising issue
Parking	14
Cycling	20
Slow core	12
Retail access	1
Pedestrian	7
Public transport	2
No turns into Colombo	3

Issues raised – Lichfield Street

Issues raised	Number of respondents raising issue
Parking	17
Cycling	10
Slow core	11
Two-way conversion	5
Retail access	1
Pedestrian	9
Bus movements	3
No turns into Colombo	6

Issues raised – Tuam Street & Manchester

Issues raised	Number of respondents raising issue
Parking	18
Cycling	27
Slow core	7
One-way conversion	9
No left into High Street	4
Pedestrian	5
Bus movements	1
Manchester Street	11

56	Yes																	Street (p.11	56	
57		NS		loading	57															
58		NS		feedback	58						recommen	58								
61			No			proposal	61							mention if	61				issues and	61
62			No								Dances	62							has to be	62
63		NS																	INTRODUC	63
64		Conditional		that	64			that this	64		that the	64								
65			No			Unless Cy	65												It is very diffic	65

Lichfield Street

ID #	Yes	NS	No	Parking Issues	ID #	Cycle Issues	ID #	Slow Core	ID#	Two Way conversion	ID #	Retail Access	ID #	Bus movement	ID #	Turns into Colombo	ID #	Pedestrian	ID #	Other	ID #
1			No			Dear CCC,	1														
2		NS										With the re	2								
10	Yes																			Fully supp	10
13		NS				May need t	13									I like the fa	13			The propos	13
14		NS		Has access	14																
15	Yes																			for the	15
18	Yes																			This will be	18
19	Yes			The entran	19			Reducing t	19												
21		NS												1- The bus	21						
24		NS		Loss of on	24			Lower	24							Lichfield	24			Free left	24
25		NS																		The critical	25
27	Yes					The Barnes	27	I support th	27	I support th	27										
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29		Conditional		provision	29			The AA acc	29									The introd	29		
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32	Yes			The	32			The inclus	32	The Ministry	32									The	32
36			No							I'm pretty di	36					Colombo S	36			citizen of	36
37			No					speed at	37							to	37				
43			No			consultati	43													piecemeal	43
45		Conditional		it is specific	45															Introductio	45
46		Conditional		indicative	46													There is a	46	Investmen	46
47		NS				Cycles sho	47														
48		Conditional		street car	48			speed at	48							to	48			and right	48
49	Yes							30km/h	49											submitting	49
50		Conditional		Parking	50															Canterbur	50
51	Yes					we are	51			about the	51										
53	Yes			concerned	53	strongly	53	support	53									Street	53	Streets	53
54			No											exchange	54			the	54		
55	Yes			important	55			CDHB	55									CHDB	55	Canterbur	55
57		NS		loading	57																
58		NS		feedback	58													recomme	58		
61			No	the	61	is "no	61			mention	61			buses will	61					issues and	61
62			No															Dances	62	safety has	62
63		NS																		INTRODU	63
64		Conditional		that	64			that this	64							agree that	64	agree	64		
65			No			Cycle	65													difficult to	65

Tuam Street																							
ID #	Yes	NS	No	Parking Issues	ID #	Cycle Issues	ID #	One Way	ID #	Slow Core	ID #	No Left into High	ID #	Pedestrian	ID#	Bus Lanes	ID #	Other	ID #	Deputation	Manchester Street	ID #	
1			No			Dear CCC,	1																
4			No	It is great	4			like to	4														
7			No			Tuam Stre	7																
10	Yes					Painted lin	10											Support ge	10				
13		NS		The traffic	13	Mancheste	13											Finally, I a	13				
15	Yes					Option r	15											Thank you	15				
16			No	Currently v	16	Cycleway r	16					Without the e	16					Some com	16				
17			No	Of concern	17	Another pr	17					Turning left in	17					Looking to	17				
18	Yes																	This will m	18				
19	Yes			I have no	19	The cycle l	19			The reduced	19												
24		NS		on street	24			One way shift from	24	Lower speed	24							and right	24	Yes			
25		NS																The critica	25				
26		NS		I also	26	The Tuam	26	I like the	26									I also like	26				
27	Yes					The bike la	27	I support th	27														
28		NS		• Include a	28	the	28							In the interes	28			three new	28				
29	Yes			has	29	feature, in	29	strongly	29												absence of	29	
30		NS																document	30				
31		NS		We feed in	31																		
32		Conditional		formal	32	Ministry	32			The inclusion	32							Ministry of	32				
33		NS																			May I sugges	33	
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36			No															and work	36				
37	Yes							shift from	37	speed at	37												
38			No			I note on th	38																
39	Yes					Overall, I th	39							I noticed th	39						I would like t	39	
42			No			I am writing	42																
43			No			write this	43											This					
44			No			consultati	44											piecemeal	43	Yes		Concerned a	44
45		Conditional																Introductio	45		comment in	45	
46		Conditional																			there is no	46	
47		NS				Tuam stree	47																
48		Conditional		on street	48			shift from	48	at 30km/hr	48							and right	48	Yes			
49	Yes					However, t	49	I am subm	49														
51		Conditional				I am subm	51																
52			no									We are the p	52								We are the p	52	
54			No			Access poi	54							Street Sth/	54						there no	54	
55	Yes			important	55	CDHB	55													Yes	The CDHB s	55	
56	Yes																	Street	56		Street	56	
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TRIM 14/1082141

Colombo Street Responses to Submissions

Comment #	Cycle concerns	Submitter #	Project team response
1	Dear CCC, I am a transport planner with over 25 years experience and 20 years of that in Christchurch City. 10 of those years were spent working for the CCC. I was also a keen cyclist and cycled extensively throughout Christchurch from childhood with numerous near misses from vehicle drivers. I fully understand how difficult it is for cyclists and vehicle traffic to mix and the limitations vehicle drivers have in trying to see all other pedestrians, cyclists and vehicles on the road. I am fully supportive of improving cycle facilities in the City, however I am totally opposed to the proposed cycle lane layouts at the intersections where the cyclist is captured on the lefthand side of left turning vehicles. This does not provide the opportunity for the cyclist and vehicle to swap positions if the cyclists is going straight ahead.	1	Traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a certain time to reduce conflict at these points. All schemes have been through a concept and scheme stage safety audit, and will go through a detailed design audit in addition to a post-construction audit. If changes are recommended from the audits, we will incorporate these into the construction plans.
2	I do not believe that this layout should pass a safety audit nor do I consider that the "slow speed zone" is sufficient mitigation. This type of design is only appropriate where cyclists and pedestrians have an exclusive signal phase for crossing from that approach without any filtering traffic. This is the only configuration under which I would support the proposed layout. I am of the firm belief that either the design has to be modified or the signal phasing modified or a combination of both	1	If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education. Traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a certain time to reduce conflict at these points.
3	Far too much emphasis has been placed on the needs of cyclists in all the central city plan. Cyclists contribute nothing to roading costs or ACC levies through registration charges yet millions of dollars are spent on them. Cyclists are a drain on ACC yet they pay nothing.	3	Thank you for your submission. It is important to provide a balance of transport facilities that support varying modes of transport. Through the Share and Idea and An Accessible City feedback processes there was general support for the provision of the key cycle routes. These will be prioritised for cycling and will have separated paths where possible to provide safe and comfortable routes.
4	Looks like a well thought out plan. My only commentary as a cyclist is that raised cycle ways need to have room for easy passing (otherwise they can become frustratingly slow) and must have many access points to facilitate Right turns across the roads into businesses and side streets. A negative example of a cycle way is the section on Ilam rd around the University of Canterbury. It is a thin cycle way with no way to pass slow cyclists, cannot be easily cleaned (and thus becomes dangerous with pine cones and the like) and can only be easily exited at one point (University drive) making it difficult to access business and areas. One way to accomplish this with a Copenhagen style cycle way is to create a ramped kerb rather than a hard kerb, but there may be other better ways to facilitate this.	5	The 1m wide separation strip between the traffic lanes and the cycle lanes will have sloped kerbs so that bicycles could mount the strip to pass slower cycles if needed, however it would be easier and more comfortable to use the gaps in the separation strip at driveways and pedestrian crossings. The Copenhagen Style cycle lanes are elevated above the road surface by a 50mm platform with sloped edges so it easy to exit the lane. The cycle lanes on Tuam Street are 2 metres wide so can accommodate cyclists passing each other.
5	I fully support the improvement of cycleways along Colombo, Hereford and St Asaph Streets. In regards to the raised cycleways, I think they can be excellent but a few issues must be considered: 1. It must be easy for cyclists to leave the cycle path and cross the road at every intersection, especially when it is a right hand turn. A possible consideration is sloped curbs as opposed to hard curbs as the cyclists could leave the cycle way whenever they needed to. 2. The cycleway must be wide enough that cyclists can pass each other. People cycle at many different speeds, and if there is not room to pass faster cyclists will choose to cycle on the road, increasing danger to themselves and disturbing traffic. An example of a cycleway that does not work due to being too narrow for people to pass each other is the one on Ilam Road near the University of Canterbury. As a cyclist I try to avoid Ilam road now because of it.	5	The 1m wide separation strip between the traffic lanes and the cycle lanes will have sloped kerbs so that bicycles could mount the strip, however it would be easier and more comfortable to use the gaps in the separation strip at driveways and pedestrian crossings. The Copenhagen Style cycle lanes are elevated above the road surface but are not the same level as the footpath. The cycle lanes on Tuam Street are 2 metres wide so can accommodate cyclists passing each other.
6	Generally very pleased with the proposal here. As a cyclist I would like to see the proposed Copenhagen style cycle lane go further, but very pleased to see the section in there and presumably if it is successful then it could be extended at a later date? Depending on traffic flows? The pedestrian infrastructure all sounds great too. I don't have much experience here, but my concern is that the cycle lane is clearly identifiable to pedestrians, so that they don't walk in it accidentally. Maybe my concern has already been taken care of, but if the cycle lane at the same height as the pavement then maybe this could be an issue? Good luck, look forward to seeing and riding on it.	6	Although ideally an entire length of street would have a consistent cycle facility treatment, this is problematic to achieve in networks where traffic and land use characteristics and demands differ. The important aspect is that a route is continuous and recognisable. The facilities will be extended to Moorhouse Ave and co-ordinated with the Major Cycleways. Where car parking is located on the outside of the Separated Cycle lane on Tuam Street the car occupants will need to cross the cycle lane to access the footpath. The layout includes a 1m wide separation area where the occupants can wait to check the way is clear. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists. Please note all of the separated cycle lanes on these streets are one-way for cyclists, there are no two-way cycle lanes proposed. No parking is proposed alongside the Copenhagen Style Cycle Lanes on Colombo Street as there is insufficient width within the road corridor to accommodate parking. At the signalised crossings for pedestrians at intersections cyclists will not be travelling in the cycle lane when pedestrians have priority for the entire crossing. At the signalised crossings for pedestrians between the intersections on Tuam Street cyclists will have to give way to pedestrians as there will be zebra crossings for pedestrians between the signals and the footpath.

7	<p>Please provide a liveable city for users of bicycles and footpaths as well as cars. The push for more roads and car parks is so last century.</p>	10	<p>Thank you for your submission. Achieving a balance of all transport modes is still important. There are many planned cycleways and priority pedestrian links for the city as has been identified in the 'Central City road use hierarchy' on page 7 of the An Accessible City consultation booklets.</p>
8	<p>The separated cycle track is also to be applauded as this has been shown to make a significant difference to cyclist safety, and cyclist perception of safety. I look forward to using the new infrastructure! A key issue will be to consider how to ensure that the separated cycle track remains clean and well-maintained - an issue that is dealt with in Copenhagen and included in their policy documents. I am also concerned about how cyclists will navigate around the drop-off car parks opposite Ballantynes safely. Has a buffer strip similar to that proposed for Tuam Street been considered for this?</p>	11	<p>If a cyclist is in the traffic lane, such as in the section of Colombo Street between Lichfield Street and Hereford Street (retail core), and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
9	<p>I remain concerned about the lack of integration throughout the length of Colombo Street with a few sections being separated and other sections just mixed vehicle/cycle lanes. An integrated network of cycle-ways connected to different key pieces of infrastructure is key for encouraging cyclists that we live in a safe cycling environment and showing them that they are considered a priority mode of transport.</p>	11	<p>Although ideally an entire length of street would have a consistent cycle facility treatment, this is problematic to achieve in networks where traffic and land use characteristics and demands differ. The important aspect is that a route is continuous and recognisable. The facilities will be extended to Moorhouse Ave and co-ordinated with the Major Cycleways in the future. On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
10	<p>I am generally supportive of the proposed changes - there is much to be commended here. I am particularly pleased to see the inclusion of Copenhagen style cycle lanes for at least part of Colombo St. Those lanes do seem to flow well into the narrower, slower pedestrian-focused zone after the Lichfield intersection. In this latter zone I like the design features that are to be proposed to indicate to drivers the 30k/h. After spending some time in European cities where pedestrian zones are normal I look forward to relaxing in a human scale/ public space retail precinct.</p>	12	<p>Thank you for your submission, your support has been noted.</p>
11	<p>Of even more concern is the conflicting message that is sent to those riding bikes. The Cycleway Programme is promoting that the 13 new cycleways will be separated and suitable for those aged between 8 years and 80 years riding bikes. Yet a key link between the southern cycleways (Southern Lights, Rapanui-Shag Rock or Heathcote Expressway) and the main route north (Papanui Parallel) , Colombo Street between Lichfield and Hereford will not be separated at all . There will be short term car parking , taxi stand and loading areas outside Ballantynes that will mean car doors opening. There will be several ? thousand cars daily using this route to share with. We have no guarantees that speed limits by vehicles will be at 30kph or less. Does this not compromise the entire cycleway programme somewhat?. To ask that those on bikes travelling from the South East of the city heading north who wish to use separated paths travel further west, and then back again is unfair. Christchurch needs to be able to boast separated cycle lane provision for the entire city, and that includes (especially) the central CBD</p>	20	<p>Although ideally an entire length of street would have a consistent cycle facility treatment, this is problematic to achieve in networks where traffic and land use characteristics and demands differ. The important aspect is that a route is continuous and recognisable. The facilities will be co-ordinated with the Major Cycleways in the future. On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education. Traffic volumes will be managed on Colombo Street north of Lichfield Street to Hereford Street to allow shared lanes by introducing turning restrictions for vehicle traffic into this section, which will be highly used by pedestrians also as it is in the retail core.</p>

12	<p>Please increase the amount of cycle parking on all streets. Colombo Street., a cycle priority street has only 13 parks on each side between Lichfield and Hereford Streets. If this is a cycle priority street it needs to be reflected in all amenities including parking facilities. Likewise, cycle parking is needed throughout the central city - on all streets for cyclists to become shoppers or pedestrians, they need to be able to lock their bikes securely and to find parks in the vicinity of the facilities they are aiming to get to. Cycle parking can take many forms and can be a feature on the street. Some designs can also serve multiple purposes. Please dont skimp on cycle parks.</p> <p>Street signals need to reinforce this street hierarchy. Colombo Street should have cycles leaving first.</p> <p>I like the separated cycleways planned in each direction along Tuam and St Asaph Streets. Contra-flow cyclelanes could also be provided these routes. It is difficult to see the detail of how these lanes will be constructed. It is good to see that these will connect the major cycleways coming into the city from the south/west (Hagley Park and Antigua Street) and southeast (High/Ferry).</p> <p>The bus exchange on Tuam Street is a considerable. Is there any way to provide a grade seperation with cyclists passing underneath the bus access lanes. If this is impractical then signalised crossings are the next preference.</p> <p>Cycle lanes on Manchester Street. Please provide some bollards or similar at intersections to guide left turning cars around the cycle lane rather than into it.</p>	22	<p>Please note all of the separated cycle lanes on these streets are one-way travel for cyclists, there are no two-way cycle lanes proposed.</p> <p>Cyclists do go first.</p> <p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors. As an example, the new bus interchange will be providing 100 covered cycle stands on the south west corner.</p>
13	<p>The proposed separated cycle lanes are very good but are not long enough. Many hesitant cyclists will still not feel safe enough to bike Colombo St unless the separated lanes go from Moorhouse Ave to the Square. Despite the 30km/hr speed. Cars also tend to become congested and block the intersections making it difficult for cyclists to pass unless there is some marked off space for them. If separated lanes are not possible on road markings should be made to allow cyclists to pass up the inside of cars. The Barnes dances intersection should allow cyclists to cross with pedestrians</p>	22	<p>Although ideally an entire length of street would have a consistent cycle facility treatment, this is problematic to achieve in networks where traffic and land use characteristics and demands differ. Parts of Colombo Street require onstreet parking due to the adjacent retail activity and for service vehicles such as goods deliveries and taxis. The important aspect is that a route is continuous and recognisable. The facilities will be extended to Moorhouse Ave and co-ordinated with the Major Cycleways. Where car parking is located on the outside of the Separated Cycle lane on Tuam Street the car occupants will need to cross the cycle lane to access the footpath. The layout includes a 1m wide separation area where the occupants can wait to check the way is clear. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists. Please note all of the separated cycle lanes on these streets are one-way for cyclists, there are no two-way cycle lanes proposed. No parking is proposed alongside the Copenhagen Style Cycle Lanes on Colombo Street as there is insufficient width within the road corridor to accommodate parking. At the signalised crossings for pedestrians at intersections cyclists will not be travelling in the cycle lane when pedestrians have priority for the entire crossing. At the signalised crossings for pedestrians between the intersections on Tuam Street cyclists will have to give way to pedestrians as there will be zebra crossings for pedestrians between the signals and the footpath.</p>
14	<p>Check with organisations such as Environment Canterbury, Justice Precinct team etc. to see if they will be including public cycle stands outside their new buildings. If not, then provide some as part of this phase of work. Ensure all cycle stands are the same design and appearance for aesthetic amenity (the quirky green fern bud ones on Cashel Street at Colombo Street would be great citywide)</p>	22	<p>As the detailed design of the Accessible City programme of works progresses cycle parking is proposed to be provided at regular intervals along the streets throughout the central city. There will also be cycle parking provided as part of private developments for staff and visitors.</p>
15	<p>The AA also suggests that separate cycle paths in these inner distributor streets should not be defined by elevated concrete kerbs. Such kerbs in the inner city locations are a hazard to both cyclists and pedestrians crossing the streets. Low plastic 'rumble strips' that give a reminder of cycle lane edges are all that is necessary in this 30 kph area.</p>	22	<p>The cycle lane delineators on tuam Street will be no more than 100mm high and are 1 metres wide adjacent to parked vehicles.</p>
16	<p>I totally agree with making dedicated and separated cycling lanes between Lichfield and St Asaph but would love to see that extended all the way from Moorhouse Ave through to Cathedral Square and beyond. Is Colombo St really wide enough to accommodate parked cars, traffic and cyclists? I am a weekend cyclist in the suburbs and would love to commute on my bike from Hoon Hay into the city centre where I work, but quite frankly have always been too scared. The narrowness of roads, added to parked cars and cars pulling in and out of on-road car parks, dissuades me from cycling in the city. I am pleased that most buses have been removed from Colombo St but would like plans to go one step further and really make it a key cycle way, keeping in mind that with even part of it made safer through a dedicated cycle lane, the amount of cycle traffic would no doubt increase, making it more important to extend the cycle lane. Let's not do this half-heartedly - let's do it properly and make Colombo St a truly pleasant place for cyclists and pedestrians to walk, cycle, sit, and shop, continuing the attractive spaces planned for the river and through Cashel Mall etc.</p>	22	<p>Although ideally an entire length of street would have a consistent cycle facility treatment, this is problematic to achieve in networks where traffic and land use characteristics and demands differ. The important aspect is that a route is continuous and recognisable. The facilities will be co-ordinated with the Major Cycleways. On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
17	<p>I think that if the idea is to attract more people to cycle into the inner city there need to be more than two cycle stands as portrayed on the map Colombo Street Sheet 2. On numerous occasions before 2011 I had locked my bicycle to parking meters because of a scarcity of cycle stands. Cycle stands need to be located so that the cyclist can then walk to their destination easily.</p>	22	<p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors, such as the bus interchange.</p>

18	<p>I regularly walk and cycle through this section of Colombo Street every weekday so my submission is from that perspective. I generally support the proposal in its entirety, in particular the separated cycle ways</p>	41	<p>Thank you for your submission, your support has been noted.</p>
19	<p>While this consultation is offered to provide the details which were lacking in the consultation on CCDU's Accessible City Transport chapter the details are lacking. Cycle parking is either very sparse or has not been fully included. No lane widths or cross sections are provided. How the cycle infrastructure provided will tie into planned or existing cycle network is not clearly shown. Provisions for people commuting across town on bicycles are not addressed. Cars will have the four avenues, Kilmore Street, St Asaph Street, Durham, Montreal, Madras and Barbadoes for easy travel. The details are in effect hidden in the piecemeal approach. We must wait until later is the refrain. The proposed projects offer no decent cycle commuter routes through the central city as all are shared with one or more modes cars/pedestrians/buses and are often interrupted and/or indirect. Infrastructure on cycle routes is too often inconsistent and/or a start and stop affair. Clear route signage will be required. The message is that cyclists should find alternative routes to going through the CBD. Just what commuter cycle route infrastructure will be offered on the four avenues or elsewhere is not stated. Cars are offered ample parking near the retail precinct both on street and in parking facilities. Taxi stands are also highlighted. Cycle parking is minimal. The shopping precinct is clearly primarily for people who drive, taxi or bus. This does not support mode change or even choice. Intersections with signals need to support cycle routes. An early start to put cycles first, in front of cars, should be applied in all instances. This should apply even on routes are shared priority routes with other modes.</p>	42	<p>Thank you for your submission. Accessible City currently is only funded for phase 1 so the schemes consultation are part of this. The detail you are looking for will be part of future phases and those will be consulted on when they are developed. They key cycle routes shown in the An Accessible City Chapter do tie into the proposed Major Cycle Routes projects, and An Accessible City includes a map of key cycle routes where it is anticipated that separated cycle infrastructure is provided.</p> <p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors.</p>
20	<p>It is realised there is a hierarchy of street uses from the first consultation. Of the streets included in this consultation Colombo Street is a cycle priority street, Tuam Street is a motor vehicle priority street and Lichfield Street will be a pedestrian friendly street. Colombo Street will have two whole blocks of "Copenhagen" style separated cycle lanes which end in on street car parking/taxi stands/servicing spaces/pedestrian/cycle free for all. The 30km/h limit in conjunction with congestion may help to slow things down but is no substitute for active speed control such as speed humps which need to be expanded throughout the zone. A congested shared space as speed control is cheap and easy but, hardly an approach which will be welcomed by most road users. The interested but concerned cyclists are unlikely to be enticed. With speeds in the central city prior to the quakes often 30km/h or less it was still an uninviting cycling experience. Generally there is a lack of cycle parking facilities. For example, Colombo St, which is meant to be a cycle priority street, has 13 parks per side between Lichfield Street and Hereford Street and only a couple of small one vehicle car park size for cycle parking. They will hold 5 or 6 cycles each so there is ten or a dozen cycle parks. If this is a cycle priority street it needs to be reflected in all amenities including parking spaces.</p>	43	<p>On Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the shared low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education. In relation to the issue of cycle parking and facilities cycle parking areas shown on Colombo Street. As the detailed design of the An Accessible City progresses cycle parking to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors. An example of which is the bus interchange which is provided</p>
21	<p>Specifically it is felt the provision of on-street parking on Colombo Street will increase the vehicle count as cars cruise the area in the hope of finding one of the few car parks. Our preference is for a similar treatment all the way from St Asaph Street to Hereford Street so the uncertain cyclist has one road type along that entire section. That would require the complete removal of the on street parking adjacent to the retail precinct. If that is not palatable then the 26 car parks available should be made special purpose such as loading, mobility-impaired or cycles to reduce the cruising whilst seeking car parking. Colombo/Cashel corner and vicinity: With on street parking, kerb build outs and trees planned on all four corners visibility problems need to be reconsidered. With much of the on street parking being short duration activity leading to congestion and conflicts will be increased. Central government's parsimony will likely leave all road users dissatisfied. People will go the suburban malls. The Colombo/Hereford intersection lacks bollards or cycle infrastructure intersection treatments. Cyclists will need to take the lane and fight it out. The interested but concerned cyclists are quite likely to be not interested.</p>	44	<p>The design of the streets is a balance between the needs of different users. In the case of Colombo Street, where the traffic volumes are high we have proposed Copenhagen style cycleways, but in the section between Lichfield and Hereford Streets, the traffic volumes are low enough that traffic and cyclists can share the lanes. This area is in the heart of the retail precinct so there is a need to provide facilities for service vehicles, taxis, mobility parks as well as general parking which does not allow us to continue the Copenhagen style cycle lanes. The design has been safety audited to ensure it is safe for all users including cyclists.</p>
22	<p>Colombo/Lichfield and other intersections on this major cycle route will require bollards at the s/w and n/e corners to prevent blockage by left turning vehicles. Prior to the quakes drivers often disregarded no turning rules and enforcement will no doubt be required. The consultation document mentions a two-way section of road on Durham Street between Lichfield and Tuam streets is being planned as part of another An Accessible City project to allow access for vehicles from the west to the new Retail Precinct. Details on how this will work and what impact it will have on cycling are not provided. Effective consultation on projects is not possible without full information.</p>	45	<p>The design of Durham Street is still underway and we expect to consult on this project in the new year along with Manchester Street. In relation to the Colombo/Lichfield intersection, cyclists on Colombo Street will be given an advanced signal to allow them to clear prior to cars to minimise the potential conflict between turning vehicles and cyclists continuing straight ahead.</p>

23	<p>The CDHB strongly supports the provision of Copenhagen-style cycle lanes, this lane separation will provide a safer environment for cyclists. Recommendation: that further consideration is given to additional cycle-lanes between Lichfield Street and Hereford Street to minimise any conflict between cyclists and motorists utilising on-street parking.</p>	55	<p>This section of Colombo Street sits within the central retail core and the carriageway has been narrowed in this location to facilitate wider footpaths for pedestrian demand and to facilitate informal crossings between retail premises either side of Colombo Street. Additional measures are being investigated to further support the 30km/hr speed zone, and turning restrictions are to be implemented to control the number of vehicle movements accessing this section of Colombo Street. Short term drop offs, mobility parking and taxi spaces are required in this location to ensure the retail precinct is accessible to all the community.</p>
24	<p>The proposal is to convert Colombo St into a pedestrian and cycle-friendly street. However the stop start approach to the implementation of cycle friendly lanes is, unfriendly. Installing a cycle lane is a great concept but to apply it for only 2 blocks then removing it at a point where the road narrows (Lichfield St intersection) does not make sense. It will force cyclists back into the line of traffic and at a point in the system that narrows there is increased risk from taxis pulling out and doing U turns and forces the concentration of traffic.</p>	61	<p>The design of the streets is a balance between the needs of different users. In the case of Colombo Street, where the traffic volumes are high we have proposed Copenhagen style cycleways, but in the section between Lichfield and Hereford Streets, the traffic volumes are low enough that traffic and cyclists can share the lanes. This area is in the heart of the retail precinct so there is a need to provide facilities for service vehicles, taxis, mobility parks as well as general parking which does not allow us to continue the Copenhagen style cycle lanes. The design has been safety audited to ensure it is safe for all users including cyclists.</p>
25	<p>Unless Cycle Lanes are effectively separated from vehicular traffic, such lanes are unlikely to provide the required level of safety for cyclists and hence are unlikely to provide conditions which will encourage more inner-city cycling. The only dedicated cycle lanes shown are in the proposed "one-way" Tuam St with no North/South dedicated lanes. The Tuam St lane is further from the central city business/commercial area than would seem desirable. Maybe you are proposing other dedicated cycle lanes for Gloucester St and/or Armagh St.</p>	65	<p>The Tuam Street Cycleway is proposed to be a separated cycleway. The Colombo Street cycleway will be separated by a vertical height difference. Key cycleways through Central City, which will provide more separation between traffic in the north/south direction, are set out in An Accessible City. An Accessible city is a programme of work that will be delivered over a period of time, and the north/south separated facilities are part of the projects still to be consulted on.</p>
Comment #	Pedestrian	Submitter #	Project team response
26	<p>I am also supportive of the barn-dance crossing, and enhancing street appearance outside the Bus Exchange to create a pleasant, enjoyable pedestrian environment.</p>	11	<p>Thank you for your submission, your support has been noted.</p>
27	<p>I regularly walk and cycle through this section of Colombo Street every weekday so my submission is from that perspective. I generally support the proposal in its entirety, in particular the mid-block pedestrian crossings. There will a number of users at the Colombo/Cashel intersection (pedestrians, cyclists, motorists and the tram) and I think the design is appropriate to ensure all users are slowed down through this area.</p>	41	<p>Thank you for your submission, your support has been noted.</p>
28	<p>At the east-west laneway on the western side of Colombo Street (south of Hereford Street) the road is narrowed to improve the pedestrian crossing. The Colombo Street road design at the east-west lane from The Crossing is shown as including on-street parking on both sides of the road. We request that a layout similar to the northern laneway would be provided at The Crossing to assist pedestrians to / from The Crossing. The traffic signals at the Lichfield St / Colombo St crossing intersection as to who has priority – pedestrians or vehicles?</p>	46	<p>One P60 space has been removed on the east side of the street between Herford Street and Lichfield Street so that the kerb build-out can be extended closer to the proposed pedestrian lane, this will shorten the street crossing distance for pedestrians. The Colombo/Lichfield intersection will be controlled by traffic signals and a Barnes Dance will operate at this location to facilitate pedestrian movements to and from the Interchange.</p>
29	<p>Where do the cyclists go? The Blind Foundation do not support Shared Paths. We assume full height of Kerbs. Info in the consultation booklet is misleading - states " mix of pedestrians, cyclists & general traffic in same lane" Please clarify this. Also are there kerb cut downs on the pedestrian crossings at Colombo/Hereford intersection, and are there raised kerbs?</p> <p>Intersection at Colombo/Cashel - Signalised? Profile? All at grade? What priority is there for pedestrians? How will this intersection be interpreted? Tram priority? Should be given to pedestrians. Safety + Access IPTED + CPTED + RTS14</p> <p>Position of light poles on Colombo/Lichfield intersection?? What is the design specifics for the area between the bus exchange and the Colombo Street frontage for pedestrians?, what is the impact here on accessibility of the continuous accessible path of travel? Needs to be raised kerbs at the path corners on the intersection of Colombo/Tuam. For the barns dance at Colombo/Lichfield/ what is the threshold? is it at grade? Need to consider how tgsi will be installed and not missed so a person cannot step through onto the road. Appears to be gaps in</p>	54	<p>On Tuam Street cyclists are provided with a separated cycle lane. On Colombo Street between St Asaph Street to Lichfield Street, cyclists are provided with Copenhagen style cycleways, which are at a different level to the footpath but raised from the carriageway and passing traffic. On Colombo Street, north of Lichfield Street, cyclists will share the lane with vehicles. Cut-downs will be provided at crossing points and tactile pavers implemented at crossing points also. The crossing of Colombo Street at Cashel Mall will be controlled by traffic signals. The team have met with the Blind Foundation around the provision of tactile indicators around the Interchange.</p> <p>The Barnes dance crossing of the Colombo/Lichfield intersection will be flush with the footpath, but tactile pavers are planned to provide clear direction to users.</p>

30	<p>Colombo/St Asaph crossing, recommend seperated crossings for easy location and accessibility. What is the tgsi layout?, radii needs to be addressed there is room for vehicle turning from St Asaph to take under sweep with set back. No left turn so not an issue to extend the kerb.</p> <p>What is the street profile where the Copenhagen-Style cycle lanes will be installed? There must be a standard kerb drop from the footpath so this is detectable by those who are blind, deafblind or have low vision. The picture shown on page 10 of the consultation booklet appears to have a non-standard footpath kerb. This is not best practice or accessible for those who are blind, deafblind or have low vision. - Appears to be worded as a shared path from lichfield to hereford. The Blind Foundation does not support or recommend shared paths. This places vulnerable pedestrians at risk. The footpath width has not been increased. There are still trees in the same alignment. A taxi rank/stand indicates expectation that 'vulnerable' pedestrians will use this space and are being planned for (as should be under the convention) so the footpath must be allocated for pedestrians not cyclists.</p> <p>Where is the access provided to Lichfield Street Carparks? Design details ? - Pedestrian priority.</p>	54	<p>On Tuam Street cyclists are provided with a separated cycle lane. On Colombo Street between St Asaph Street to Lichfield Street, cyclists are provided with Copenhagen style cycleways, which are at a different level to the footpath but raised from the carriageway and passing traffic. On Colombo Street, north of Lichfield Street, cyclists will share the lane with vehicles, none of these streets propose to have cyclists mixing with pedestrians in the footpath area. There are small sections of shared path proposed on Tuam Street to facilitate movements from Innovation Precinct through to the East Frame. The design of these has been safety audited to ensure they are safe for all users. Details around car park accesses will be developed through detailed designs and working with the developers. These are not yet finalised so we are unable to provide specific detail at this time.</p>
31	<p>Would recommend that each intersection has longer crossing times that are visible to pedestrians so you know how long you have to cross the road (as in the US) Please apply this feedback to the other areas of the consultation document as well Please feel free to contact me to discuss further</p>	58	<p>The use of countdown timers are being investigated through detailed design for the Barnes Dance at Colombo/Lichfield intersection.</p>
32	<p>Barnes Dances Intersections. The safest option for pedestrians and cyclists at intersections throughout the central city (not just for these three projects) is not barnes dances but Simultaneous Green Intersections. Everything you want to know about them can be found here...http://www.aviewfromthecyclepath.com/search/label/simultaneous%20green</p>	62	<p>A pedestrian Barnes Dance arrangement at Colombo/Lichfield intersection is proposed as the design team feel this is the most appropriate solution at this location at this time.</p>
33	<p>We agree that the Lichfield and Colombo Street corner should have a 'Barnes Dance' style crossing.</p>	64	<p>Thank you for your submission, your support has been noted.</p>
<p>Comment #</p>	<p>Parking concerns</p>	<p>Submitter #</p>	<p>Project team response</p>
34	<p>We are grateful for the pull out spaces outside our Colombo Street frontage. These will faciliate access for people, especially the disabled but for all being dropped off by taxis and private cars. We think it would be a good idea to provide pull out spaces in the block between Lichfield and Tuam also, as the Justice Precinct is going to develop a retail frontage there and similar access would be helpful. The Justice precicnt might accommodate this by setting back sufficiently to allow for pull out spaces as well as the cycle lane</p>	14	<p>In developing the designs, we have tried to balance the needs of various users. In relation to your comments, there is insufficient space to accommodate drop off bays on Colombo Street between Lichfield Street and Tuam Street, but we have provided other short-term bays provided in adjacent streets such as Lichfield & Tuam Streets.</p>
35	<p>I support the removal of all on-street parking between St Asaph and Lichfield to facilitate the raised cycle lanes. With the repair of one parking building & the proposal to build another, I believe there will be enough parking to accommodate shoppers.</p>	13	<p>Thank you for your submission, your comments have been noted.</p>
36	<p>On-street parking on Colombo Street will increase the vehicle count and the number of cars cruising to find a car park. Please reduce the number of planned car parks, and make them special purpose - e.g. loading, mobility-impaired or cycles to reduce the cruising. Please improve mobility parking facilities. Mobility carparks need a more user friendly design for people with rear mounted wheel chair hoists. At present there are not enough carparks designated for people facing restricted mobility in this plan. Please increase them.</p>	23	<p>One P60 parking space is to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
37	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street Net loss of 61 car spaces in this proposal. This constant trickle of losing car parks in the CBD is of real concern to CBD businesses. I do not see in this consultation any sites identified to replace these lost car parks. What sites nearby the lost car parks has council in mind to replace these lost spaces? Although this consultation only covers a small part of the CBD I believe it is now the time to start putting parking meters around suburban shopping malls as I for one find I cannot find a street car park. This would start to bring balance to all car parking and provide council revenue. I wish to speak to this submission at any hearing on this subject.</p>	24	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an id highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
38	<ul style="list-style-type: none"> • Retain the proposed mobility, P5 and motorcycle parking and Taxi rank • Remove the other proposed on-street parking <p>It is acknowledged this stretch of Colombo is a key pedestrian and cycle route. Projected traffic volumes are lower too. General on-street parking is incompatible with creating the high-amenity pedestrian and cyclist space this area should be. The more space pedestrians and cyclists have available, clear of stationary and park-hunting vehicles, the better. New public car parking is being provided in the Retail Precinct and that will more than make-up for the spaces I recommend be removed from the proposal for this area. It is acknowledged provision must be made for the less-able, service vehicles, motorcycles and Taxis, so the retention of spaces for these proposed is OK.</p>	28	<p>One P60 parking space is to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored. An additional space has been removed east side of the street between Hereford Street and Lichfield Street so that the kerb build out can be extended closer to the proposed pedestrian lane, this will shorten the street crossing distance for pedestrians.</p>

39	<p>However it is observed that while in the first two blocks from Hereford St drivers can set down passengers in the short term parking provided, the same convenience is not provided in the two southern blocks. A 'set down passenger' in these two southerly blocks, on both sides of the street, would have to negotiate a relatively busy cycle lane between the travelled way and the footpath.</p> <p>Also, as the AA has pointed out previously, there does not appear to be adequate provision for trade/delivery vehicles and car passenger set down along these frontages. With the double cycle lanes between St Asph and Lichfield St there are no short term or delivery /courier car parks along these two blocks. Presumably special off-street short term and readily accessible delivery parking may be proposed in the new developments. However a number of kerbside loading zones and car passenger set down spaces would also seem appropriate in each block of Colombo St.</p> <p>The AA Suggests that in Colombo St while the cycle lane treatment proposed may be appropriate between Tuam and St Asaph St (which is a 'southern fringe block'), the AA suggest that set down passenger spaces and unloading trade vehicle zones are required in each block.</p>	28	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city.</p> <p>The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
40	<p>I do not support provision of short-term/drop-off parking and loading, especially 5-minute parks, along the northern end of Colombo Street. I question how safe short-term parking is for cyclists where there will be frequent car-door openings. Also, large loading vehicles inhibit pedestrian visibility of the street and they can unwittingly step out into the path of cyclists. My observation from cycling along here during the day is that this area is already predominantly used for short-term parking and drop-offs and I've had a couple of near-misses from car doors "so much so that I presently prefer cycling down Manchester Street to avoid this. It would be safer to place short-term parking on side streets where cycling is less attractive.</p>	41	<p>The design of the streets is a balance between the needs of different users. In the case of Colombo Street, where the traffic volumes are high we have proposed Copenhagen style cycleways, but in the section between Lichfield and Hereford Streets, the traffic volumes are low enough that traffic and cyclists can share the lanes. This area is in the heart of the retail precinct so there is a need to provide facilities for service vehicles, taxis, mobility parks as well as general parking which does not allow us to continue the Copenhagen style cycle lanes. The design has been safety audited to ensure it is safe for all users including cyclists.</p>
41	<p>The Colombo Street / Cashel Street intersection includes a wide area of intersection treatment, although the road markings indicate a signalised pedestrian crossing point. It is suggested that the intersection treatment be reduced to provide additional on-street parking in this area as shown on the attached plan.</p>	40	<p>The crossing of Colombo Street at Cashel Mall will be controlled by traffic signals. This is a focal point in the retail core and the intersection of two pedestrian priority streets (Cashel Mall and Colombo Street).</p>
42	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street There is a net loss of 61 car spaces in these proposals.</p> <p>This constant trickle of losing car parks in the CBD is of real concern to the CCBA. There do not appear to be any sites identified in the consultation documents to replace these lost car parks. What sites near to the lost car parks does the Council have in mind to replace these lost spaces?</p>	48	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city.</p> <p>The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
43	<p>LSC/O is concerned that the current plan only provides three spaces for disability parking, none of which are situated in a way that would be usable by a vehicle with a rear-fitted wheelchair hoist. We recommend that there be six mobility car parks and situated in pairs with the provision for one of each to have adequate space for rear-fitted wheelchair hoists. We would like the mobility car parks easily accessible to the footpath. Colombo Street from Hereford Street to St Asaph Street</p>	50	<p>One P60 parking space is to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored. Other mobility spaces can be delivered as part of other street works to be delivered through An Accessible City.</p>
44	<p>It is important that the number of mobility car parks in this key part of the central city meets access needs now and into the future. The current plan has only a total of three spaces, and none are situated in a way that would be usable by a vehicle with a rear-fitted wheelchair hoist.</p> <p>Recommend: That the mobility car parks are doubled to six, situated in pairs, and provision is made for one of each pair to have extra space for rear-fitted wheelchair hoists. Recommend: That mobility car parks situated adjacent to the separated cycleway are designed so that mobility car park users are able to easily access the footpath, and the kerbing in this area does not hamper the users' journey (Refer to Sheet 4).</p>	50	<p>One P60 parking space is to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored. Other mobility spaces can be delivered as part of other street works to be delivered through An Accessible City.</p>
45	<p>Could the loading vehicle bays be put in around major shopping areas and food outlets, hotels ,etc: eg cashel precinct, worchester boulevard, victoria street. We are continuously being asked to move our trucks when we are delivering chilled lines to customers. within the four avenues. The problem is only going to get worse with new food outlets, coming back into the central city, ie the oxford tce project.</p>	51	<p>Two P60 car park spaces changed to a goods vehicle only loading zone on the north side of the street outside Ballantynes on Lichfield Street and three P60 car park spaces changed to a goods vehicle loading zone adjacent to the Justice Precinct on Tuam Street are being considered.</p>
46	<p>This feedback comes from both a personal level (as a wheelchair user) and professionally as the KiwiAble Recreation Network facilitator. Would recommend that the number of mobility carparks be doubled to 6 with provision for one park to have extra space for rear entry hoist vehicles In view that we have a fast aging population with some degree of disability as well as mothers with prams etc</p>	50	<p>One P60 parking space is to be changed to a mobility space on Colombo Street between Lichfield Street and Hereford Street. A mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored. Other mobility spaces can be delivered as part of other streetworks to be delivered through An Accessible City in upcoming projects.</p>

47	<p>The submitter has provided an extensive outline of their business in Hereford Street and its status post earthquake. The submitter has stressed that parking of longer than 60 minute duration is a severe issue for this business. There is only very short stay and not enough long stay parking within a short walk of the business. They stress the CCC is not adequately dealing with such issues and feels that businesses in the CBD are unfairly disadvantaged to those in the suburbs whom do not have parking constraints on them. They feel that suburban parking should also be restricted to short term paid parking to ensure an even playing field, and outlined this would raise revenue also.</p> <p>We agree that carparking should be retained in the section of Colombo Street between Lichfield Street and Hereford Street, but submit that:</p> <ol style="list-style-type: none"> All of the spaces in which it is proposed to impose 60 minute parking should be 120 minute parking; and The no-stopping 'built-out' sections in Colombo Street between Cashel Street and Hereford Street, and the 'built-out' section near the corner of Lichfield Street should not be 'built out' or no-stopping – these areas should be carparking spaces, of 120 minutes duration; and Until such time as the Council charges for on-street parking in suburban business areas, the on-street parking in the central city should be free, or a nominal charge of 50 cents per hour. <ol style="list-style-type: none"> We don't agree that there should be a net loss of 14 car parks on Colombo Street between Hereford Street and St Asaph Street. This will be a significant loss to nearby businesses who are already struggling with insufficient parking spaces to meet the demands of their customers. We agree that access to the Lichfield Street carpark should be provided from Colombo Street. 	64	<p>The consultation material stated that the Draft Christchurch Central Parking Plan was available as a public document however it is acknowledged this is not easy to locate. It can be found on the Earthquake Recovery Committee of the Whole (ERCOW) agenda for 7 August 2014 at: http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2014/August/CommitteeoftheWhole7August2014A GENDAOPEN.pdf</p> <p>The ERCOW Committee considered the proposed Parking Plan, and the meeting minutes state: "The Committee considered a report seeking its recommendation that the Council endorse the Christchurch Central Parking Plan. It was decided to refer the report to the Environmental Committee meeting of 26 August 2014, with a view to setting up a public workshop to discuss the plan with key stakeholders, with the outcomes of these discussions to be reported back to the Council, before the Christchurch Central Parking Plan is endorsed." A workshop was held on 9 September, there was a good response from the 75 participants. Staff are now responding to comments from the workshop and finalising the plan.</p> <p>The draft Parking Plan, even in its draft form, is intended to provide the key source of information for the Council, Crown and the development and business communities alike in gaining a shared understanding of ongoing parking needs and supply across the central city as it recovers. This information also enables the private sector to make informed decisions about their own parking provision and opportunities to be involved in the provision of private and public parking facilities. The Parking Plan is a non-statutory, live document with a supporting parking model.</p> <p>The draft Parking Plan forecasts the current and likely future (to 2041) parking demand and supply for the central city. This is based on the Urban Development Strategy projected land use scenario which shows the expected increase in the number of people living, working and visiting the central city. The data is used to estimate parking demand and supply for a range of activity types. The draft Parking Plan identifies the likely locations and quantity of parking facilities needed to support key destination areas and the central city as a whole. The recommended priority for the Council is to focus on the delivery of short stay (visitor) parking rather than long stay (commuter), through the rebuild of its own parking buildings and by working with the private sector.</p>
Comment #	Public Transport	Submitter #	Project team response
48	With improved public transport and perhaps the development of Park & Ride facilities out in the suburbs or bus hub areas there may well be a reduced need for car park spaces. I would like to know whether there is any scope to bring back to the central city the free yellow electric bus that facilitated the flow of people around the central city - it may well help many with accessibility issues.	13	There are currently no intended plans bring back the central city (free yellow electric bus).
49	There is no mention if this section is an intended bus route.	61	All proposed bus routes in Central City are set out in An Accessible City on page 7 of the consultation booklet.
Comment #	Slow core	Submitter #	Project team response
50	The proposed slow core will only serve to kill the few businesses that have chosen to stay in the CBD while acting as a huge disincentive to any business considering relocating to the CBD. Much more effort and money should be spent on making the CBD a pleasant place to visit by car, motorcycle or bus. Obviously very little thought (if any) has gone in to making the CBD attractive for motorists to visit. As a motorist who spends hundreds of dollars annually on registration fees and associated costs I find the so-called assessible city plan abhorrent. The biggest question I have that nobody has been able to answer (and probably can't answer) is how do the powers that be intend to enforce this 30km speed limit of the slow core on cyclists? The short answer is that there is no way to enforce this on cyclists. So once again it will be the motorist and the business owner that suffers. The planners have no regard for how valuable peoples time is to them. Most people will realise how much of their time is being wasted travelling through this slow core and will only do it once, after which I am sure most people will go out of their way to avoid being held up anymore than is absolutely necessary.	33	One of the key changes from the draft chapter of An Accessible City will be extension of the 30km/hr speed limit of the Inner Zone to include the one-way streets running through this Zone. This is in response to strong feedback received, and will ensure the Core/Inner Zone is consistent and legible to users while still supporting the flow of vehicle movement along the streets. The reduced speed environment provides a safer transport system with an improved environment for pedestrians, cyclists as well as visitors to the CBD. The Outer Zone of the Central City will remain at 50km/hr speed limit enabling efficient access to the Core, though some slower operating speeds in local residential areas are possible at a future date.
51	This stretch of Colombo St should allow slow vehicles only I.e. under 30 kph.	10	This stretch is proposed to be 30km/hr. The "slow core zone" (30km/hr) extends to Madras, Kilmore and St Asaph Streets, however doesn't include these streets under 30km/hr restriction. The westward boundary of the slow core is Rolleston Avenue, which is included under the 30km/hr restriction.
52	Firstly, a big step forward for transport in Christchurch - congratulations! Limiting the speed to 30km/hr has been proven elsewhere to increase the sense of pedestrian safety and this will no doubt act as deterrent for vehicles short-cutting through the city and create a more desirable active transport environment.	11	Thank you for your submission, your support has been noted.

53	In Regard to the Colombo Street proposal, It is good to see cycleway proposed however I do not agree nor see the need to reduce the traffic speed down to only 30ks With the curbing and separate cycle way, the speed limit should not need to be reduced. It is difficult to get from one side of town to the other without limiting the speed further.	12	One of the key changes from the draft chapter of An Accessible City will be extension of the 30km/hr speed limit of the Inner Zone to include the one-way streets running through this Zone. This is in response to strong feedback received, and will ensure the Core/Inner Zone is consistent and legible to users while still supporting the flow of vehicle movement along the streets. The reduced speed environment provides a safer transport system with an improved environment for pedestrians, cyclists as well as visitors to the CBD. The Outer Zone of the Central City will remain at 50km/hr speed limit enabling efficient access to the Core, though some slower operating speeds in local residential areas are possible at a future date.
54	Reducing the speed limit in these areas may sound admirable, but in many cases the speed limit pre-quake was not much greater than 30kph due to congestion. This suggests that once again it will be congestion that tempers speeds. It is traffic congestion that we are trying to avoid, this is not acceptable I am sorry. We all know that in times of less congestion the speeds will revert to whatever can be got away with. Vehicle speeds around the city at present are routinely higher than 50kph , it is hard to see how the motoring public will accept 30kph in the centre when there is low congestion.	20	One of the key changes from the draft chapter of An Accessible City will be extension of the 30km/hr speed limit of the Inner Zone to include the one-way streets running through this Zone. This is in response to strong feedback received, and will ensure the Core/Inner Zone is consistent and legible to users while still supporting the flow of vehicle movement along the streets. The reduced speed environment provides a safer transport system with an improved environment for pedestrians, cyclists as well as visitors to the CBD. The Outer Zone of the Central City will remain at 50km/hr speed limit enabling efficient access to the Core, though some slower operating speeds in local residential areas are possible at a future date. The design of the streets will reinforce the slower speed environment through the use of street trees as well as narrower streets. Additional paving treatments are being considered within the carriageway to reinforce the 30km/hr.
55	I strongly endorse the 30 kmph speed limit on streets but wonder whether motorists will read these streets this way. How will traffic be calmed? There seems to be little planned in this line but it is clear from the experience of other cities that streetscapes need to be designed to encourage slower speeds rather than relying only on speed limit signs. Please include street designs that will help motorists comply with the limits. A simple way of doing this in Lichfield Street is to take the centre line out to highlight its narrowness for motorised traffic.	23	Thank you for your submission, your comments have been noted. Narrower streets, trees and supporting land-uses will all add to the 30km/hr zone but additional paving treatments are being considered within the carriageway to re-enforce the 30km/hr.
56	Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route	24	Thank you for your submission, your support has been noted.
57	This prominent retail street is to continue as an avenue for cycles and local distribution of city centre vehicle traffic. This facility warrants a slower speed (30 kph) and the special treatment and plantings proposed.	29	Thank you for your submission, your support has been noted.
58	Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route and make the core CBD more pedestrian and cycle friendly.	37	Thank you for your submission, your support has been noted.
59	I generally support the proposal in its entirety, in particular the 30km/h slow zone. I would support any additional measures to reinforce the slow-nature of the northern Colombo Street to vehicle users - a 30kph speed limit is not enough. Therefore, consider extending the paved area beyond the Cashel-Colombo Street intersection to reinforce this "â" from Lichfield Street to Hereford Street. Central Colombo Street was, and will continue to be, Christchurch's premier central city shopping street and we should highlight through high quality street surfaces and public amenities.	41	Thank you for your submission, your comments have been noted. Narrower streets, trees and supporting land-uses will all add to the 30km/hr zone but additional paving treatments are being considered within the carriageway to re-enforce the 30km/hr.
60	Lower speed at 30km/hr in core. The CCBA supports this change as it will discourage people using the CBD as a through route and make the core CBD more pedestrian a cycle friendly.	48	Thank you for your submission, your support has been noted.
61	We agree that this portion of Colombo Street should have a 30 km/hr speed limit, along with the rest of the Core.	64	Thank you for your submission, your support has been noted.
Comment #	No turn into Colombo	Submitter #	Project team response
62	Within the slow zone in the Core, we submit that there should be no turning restrictions on left or right turns. These make the city less accessible. They are confusing for visitors. They require cars to go several additional blocks to go from point to point adding to congestion and pollution. For example the lack of turns north into Colombo from Lichfield require cars wishing to go north to either proceed east down Lichfield to the busy Lichfield Manchester Street Corner (with high bus movements) or to go south 2 blocks to St Asaph, west 2 blocks to Montreal , north 3 blocks to Hereford and west one block to get to the Ibis hotel. We understand the desire to make the city safe for cyclists, but think the slow zone already achieves this and we do not think that allowing the turns is likely to generate huge additional traffic volume. Colombo between Lichfield and Hereford- within the slow zone, traffic will be destinational not through, because there is not only a speed restriction but also longer delays on traffic lights to accommodate pedestrians. Why not allow the turns and change only if a real problem becomes evident?	14	It is acknowledged that drivers who do not find an available on-street car park on Lichfield Street will need to use Manchester Street to then access the section of Colombo Street between Lichfield Street and Hereford Street. However as explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets which is essential to allow on-street parking. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles. As a result of the consultation feedback, it is proposed that the left turn into Colombo from Lichfield Street be allowed in the interim as the current volumes are low.

63	<p>Lichfield to Colombo Street left and right turns. I strongly object to the removal of the left turn from Lichfield into Colombo Street going north. Without allowing cars going east along Lichfield Street to turn left into Colombo Street access to the central part of the Retail Precinct will be seriously restricted. I propose building a car park on The Terrace Precinct along Hereford Street as per my approved ODP. People finding the council Lichfield Street car park full will want to be able to go to The Terrace Car Park by the shortest route. The way it is proposed it would increase the travel distance by unnecessarily requiring the traffic to travel up Lichfield Street to Manchester Street then return down Hereford Street. This is an extra 400-500 metres of unnecessary city travel. Also taxis and deliveries from Riccarton to the City Mall would also have to circle the route.</p>	24	<p>It is acknowledged that drivers who do not find an available on-street car park on Lichfield Street will need to use Manchester Street to then access the section of Colombo Street between Lichfield Street and Hereford Street. However as explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets which is essential to allow on-street parking. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles. Traffic modelling indicates that allowing the turns would result in 7-8,000 vehicles per day using Colombo Street which is an increase of 3,000 over the current projected volume. As a result of the consultation feedback, it is proposed that the left turn into Colombo from Lichfield Street be allowed in the interim as the current volumes are low.</p>
64	<p>The westbound traffic on Lichfield Street has no right hand turn into Colombo Street. We request that this be changed so there is a right-hand turn into Colombo Street.</p>	46	<p>As explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. Traffic modelling indicates that allowing the turns would result in 7-8,000 vehicles per day using Colombo Street which is an increase of 3,000 over the current projected volume.</p>
Comment #	Retail Access	Submitter #	Project team response
65	<p>It is essential that traffic remains able to access the centre of the Retail Precinct from Colombo Street. Colombo Street should act as a feeder street with delivery areas, taxi ranks & drop off points. That way, people like the elderly can access retail like Ballantynes easily especially when the weather is an issue. There shouldn't be buses on Colombo Street and access here will be required for parking within buildings like The Triangle Centre (ANZ Centre).</p>	2	<p>Colombo Street is intended to be a slow street that is pedestrian and cycle friendly. On-street car parking between Hereford and Lichfield Street will be mainly short-term for drop offs and servicing. Taxi parking and mobility parking spaces will be opposite Ballantynes. A taxi stand is proposed just north of Lichfield Street to service the Retail Precinct, and to compliment the taxi rank provided on Lichfield Street outside the bus interchange.</p>
Comment #	Other comments	Submitter #	Project team response
66	<p>I think this is a wonderful proposal, and I support it wholeheartedly.</p>	6	<p>Thank you for your submission and support shown towards this project.</p>
67	<p>Green places, water features and seating will bring people to the city centre.</p>	10	<p>Thank you for your submission. Trees and public spaces are incorporated into the proposals, and seating will be addressed through detailed design.</p>
68	<p>I also reflect that the upgrading of four trees to ensure that all trees on the street are consistent is not a priority issue given the councils current tight budget. Overall - I look forward to seeing the development in progress and am impressed by the proposed quick time frame for implementation.</p>	11	<p>Thank you for your support and suggestions.</p>
69	<p>Finally, I am interested to note that in all the current accessible city plans up for consultation there is mention of storm water changes - I would have liked more information on what is proposed and how it fits with the biodiversity enhancement of the Avon River. I also would like to understand how the new street lighting & street furniture will add both character to an area and enhance the concept of 'slow pedestrian zone'. Is there a possibility for a design competition for these features in order to create unique signals for each area or zone?</p>	13	<p>The design team are investigating the use of passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. Street lighting and street furniture will be addressed through the detailed design phase. At this stage we are looking to have consistency of street lights and furniture throughout the CBD rather than having unique zones to keep project costs within budget.</p>
70	<p>That will make a difference</p>	18	<p>Thank you for your submission.</p>
71	<p>Overall this proposal is a little disappointing in my opinion. The "Share an Idea" consultation process indicated that a majority of participants requested that the rebuilt CBD should be easily accessible for cycles and pedestrians combined with reduced cars and vehicular traffic. It appears that it may be easier to walk and bike along some streets but descriptions such as "high traffic volumes" along Colombo Street between St Asaph Street and Lichfield Street indicate that our city is going to be little different than pre-earthquake.</p>	20	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. It also plans for reducing congestion in the future as the city rebuilds as a destination, by encouraging the different modes of travel, (improved choices for travel by car, public transport, cycle or walking). Some routes will be most suited to pedestrians or cyclists, others suited to those driving cars or for public transport; some areas will be shared zones. This will ensure that all modes are viable options for future travel into and out of the CBD.</p>

72	<p>The inclusion of the proposed stadium within the central site is not appropriate. The only ones to benefit from the present suggested site are visitors not rate-payers. Most rate-payers are strongly opposed to the costs of a covered stadium which will be an initial and an ongoing unacceptable burden on the city's rates. If an open stadium is built the noise levels during matches and other fixtures will be too high for nearby residents. We already have the Horncastle stadium for concerts etc, and as rugby is not the preferred sport for most of our young people there is no certainty that there will be a sustainable future for this game. Dunedin people are already experiencing the constant drain of the upkeep on an under used facility and we must not do the same here. A site further removed from the city centre would possibly be less costly for a stadium and could have open parking provided. The proposed site would place an enormous strain on parking and has nothing to recommend it. The proposed users of this stadium should contribute to the building and its upkeep. This is an era of user pays and this is not a facility which is regarded as necessary or essential to the majority of rate payers.</p>	22	<p>Thank you for your submission and your comment regarding the location of the proposed stadium is noted. The stadium sits outside the scope of the AAC project.</p>
73	<p>Free left and right turns within the frame. In principal all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr cars in the core are there for CBD access and no longer as a through route. This traffic plan is based on a theatrical need for 2031 and should not be imposed upon a city that has its own road and rebuild construction making road access difficult. This could be looked at in 10-20 year time again if need be.</p>	24	<p>The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling, and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.</p>
74	<p>The critical issue raised by Orion is that some aspects of the roading proposals will inhibit (or in some cases prohibit) access to these utilities. From the information available these restrictions appear to be primarily in the form of kerb and channel and/or landscaping proposals. It is essential that there are no access restrictions to lifeline utilities such as those associated with electricity distribution and supply. Within this context Orion wishes to establish ongoing dialogue with the Council through the detail design phase to ensure appropriate access arrangements can be provided. It is anticipated that similar issues may arise as future Accessible City transportation projects are rolled out. Accordingly, it is requested that the Council actively engage with Orion during the concept development phase of such proposals.</p>	25	<p>The CCC is actively engaging with Orion during the design phase to ensure that Orion's requirements are considered and catered for.</p>
75	<p>The high volume of pedestrians who will use Colombo Street between Hereford Street and Lichfield Street behoves greater reinforcement the shared nature of this area than the proposal suggests so far. The recovery plan promises to create the best urban environment in New Zealand and one of the best small cities in the world. Using mastic asphalt or tarmac on the carriageway for these two blocks of Colombo Street is not conducive to creating the high standard of aesthetic amenity it should have. Therefore Install patterned surface arrangement across the entire width of Colombo Street from Hereford Street to Lichfield Street, both footpath and carriageway, in a unified pattern (not just where it crosses Cashel Street). This would create a stronger visual reinforcement that this stretch of Colombo Street is a shared area, greatly enhancing aesthetic and safety amenity. Think of Worcester Boulevard from Park Terrace to Cathedral Square, but with a more modern, elegant patterned surface arrangement. An overseas example is Exhibition Road, SW7, London.</p>	28	
76	<p>Suggested pattern is a simple broad light and dark stripe like that used to rejuvenate the forecourt outside King's Cross, London (see photo 1 below), as that pattern resembles a giant 'zebra' crossing, which when seen by drivers would encourage cautious driving (as well as have aesthetic amenity on a world standard). N.b. the stripe pattern would alternate across the street running east-west, not the length of the street north-south. It does not have to be dark and light grey like King's Cross, but a pattern of some sort nonetheless. Even a mixed colour arrangement such as King St, Covent Garden would deliver high aesthetic amenity. Where grease, spilt drinks, gum, and other waste causes intense cleansing problems but the environmental quality needs to be high, granite slabs and setts provide the most durable surface material and can withstand intense wear and hot or pressure washing. It is also attractive in some areas shared in time between deliveries and people based activities.</p>	28	
77	<p>Patterned surface arrangement is also better than non-patterned for the carriageway in this area of Colombo Street because it avoids the ugly scar effect created by re-sealing mastic asphalt or tarmac after any road and underground utility work. Such scars would detract from the high aesthetic standard this area requires. Kerbs would be as proposed as they do not affect a pattern arrangement (e.g. Worcester Boulevard), or you could create a level surface across the entire street-width as has been done on Exhibition Road in London. For the sake of visual amenity, and in keeping with latest public realm practices to reduce visual clutter, the minimal use of painted on-street traffic markings and sign poles is desirable. • Proposed Trees should be Prunus Amanogawa (Upright Flowering Cherry) With its clusters of fragrant, shell-pink blossoms in mid-Spring this is a popular street planting tree because of its columnar habit. It would allow proper clearance space for vehicles and pedestrians while providing excellent visual and environmental amenity. In keeping with the desire to create a 'city in a garden' and enhance our Garden City reputation, Prunus Amanogawa will complement existing and new deciduous street trees emphasising the seasonal climate we live in. After blossom it has fresh bronze-green foliage turning to bright green for summer and spectacular orange and red in autumn.</p>	28	<p>The addition of cobble paver strips on Colombo Street between Lichfield Street and Hereford Street, and on Lichfield Street between Durham Street South and Colombo Street, will support the 30km/hr zone. The consultation plans aim to communicate the design concept for the community to submit on, it is difficult to show all the detail on these plans. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in li</p>

78	<p>The Royal Horticultural Society has given this tree an Award of Garden Merit. There are four new trees proposed for the intersection of Colombo and Cashel Streets. Prunus Amanogawa would be an elegant, beautiful, season-changing species to use here. Using this species on this stretch of Colombo Street would also further highlight this area as special in character compared to other streets such as Lichfield Street and Tuam Street, where Broad-leaved Lime trees, Tilia platyphyllos, is proposed. Prunus Amanogawa could later also be used on Colombo Street between Gloucester Street and Oxford Terrace, for aesthetic continuity.</p> <ul style="list-style-type: none"> • Build in the ability to temporarily close Colombo Street to vehicles in these two blocks: <p>It would live up to the promise of greater pedestrian and cyclist amenity if Colombo Street in this area could be closed to vehicles temporarily, either on a regular basis (e.g. car-free Saturdays, weekends or a combination of week and weekend days), and/or for special events (e.g. buskers' festival, exhibitions, market days, Christmas shopping peak days, etc.)</p>	28	<p>paving details, location and type of street furniture, and landscaping provisions are consistent with the Public Realm Network Plan.</p> <p>The landscape design of the An Accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010.</p>
79	<p>Therefore:</p> <ul style="list-style-type: none"> • Install adjustable bollards in and across the carriageway at the Hereford Street and Lichfield Street ends of Colombo Street – perhaps the ones that can rise and sink (they could be hooked up to a central control centre along with the street lighting perhaps) • The bollards could include LED lighting in red and white or orange and white to increase their visibility in mornings and evenings or on days when daylight is dim, and possibly solar technology • Allow adequate space between the bollards for cyclists to navigate • Install any necessary signage advising drivers of the hours of road closure (if on a regular basis) or temporary signage for special event closures. Ensure the signage is installed in keeping with the idea of keeping street clutter like poles to a minimum, so perhaps install on the traffic signal poles or streetlight poles • To make up for the loss of the mobility park in this area when the street is closed, make the proposed far eastern car park on the northern side of Lichfield Street between Durham Street and Colombo Street a mobility park 	28	
80	<p>From Lichfield Street to St Asaph Street</p> <ul style="list-style-type: none"> • On the footpaths continue the same patterned surface arrangement and materials as I propose above for the stretch from Hereford Street to Lichfield Street. This provides excellent aesthetic amenity through visual continuity and avoids the scar effect that afflicts mastic asphalt or tarmac surfaces after underground repairs • On the 'Copenhagen-style' bicycle lanes use the same pattern material as the footpaths but use one colour only, to reinforce the lane's differentiation from the footpath • On the 'Barnes Dance' crossing use the same pattern material. Use this same pattern arrangement at the Barnes Dance crossing at Colombo and Hereford Streets for aesthetic continuity 	28	
81	<p>I live here and work here and I'm wondering what you mean by an accessible city, to whom are you meaning it will be accessible? as you certainly don't appear to want anyone who actually drives a car to get into the city. It seems that you think the only people who should be in the city are cyclists and pedestrians, well hello that's not the case at all. This is a city not a tourist town and all the plans seem to be turning Christchurch into a tourist town not a functioning City. All your overseas traffic engineers live in City's that have been built for hundreds of years and millions of people and thus have serious design issues, please think about that before you ruin our nice city. The idea of living in the City Centre in an apartment is fine for them, but most people don't want that, they have chosen a lifestyle that means they can actually have some space around them and thus they will be travelling by car into the city, and not by bike or bus or foot. Have you learnt nothing from Wellingtons experiment with having cars, bikes, and pedestrians in the same area, it doesn't work. There will be accidents as pedestrians won't be looking out for vehicles and it's not fair to put all the onus onto the motorist, both pedestrians and cyclist have a duty of care but yet again you will blame the motorist if a pedestrian walks out in front of them and gets hit.</p>	30	
82	<p>Just because there was an earthquake does not mean we have to completely change everything, maybe that's what the planners and blue sky people want, but realists don't and it's the realist that make up the majority of people in Christchurch and will be paying for the changes. Given that the council actually now has no money because they and the government have completely messed it up by building totally unnecessary sports facilities, green zones and waterway parks and now major road changes. Everything didn't need to change, just the basics needed some fine tuning. The city took over 100 years to develop but we have this insane idea it should be rebuilt in 5 or six years, why? It will take many years. The city needs to save serious amounts of money so why change everything, these roading projects are just a frivolous waste of rate payer money, just so some planners can have a blue sky free for all redesign of the city. If we really were serious about saving money we wouldn't even be thinking about these changes. And if we did we would cut them back to just basics, or lets actually fix what broken, that would be novel. For example why remove cars form Oxford terrace?</p>	30	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. The future central city will be a place that welcomes people no matter how they travel. Accessible City recognises that people will continue to drive cars as well, but too many vehicles during the peak periods will lead to congestion. Cars will still form the major form of travel to and from the city - it's about striking a new balance between various modes of travel and the choices we make as a community and individuals. Accessible City aims to triple both bus patronage and number of cyclists travelling to the central city as well as significant growth in the number of people who choose to walk to and around the central city. An Accessible City was produced following consultation in 2012 and 2013 and includes feedback that was</p>

83	<p>It is a hugely busy stretch of road. It is the simplest route into the city from the southwest of the city which is one of the fastest growing areas in the city boundary. That area also takes traffic from Lincoln and Prebbleton also extremely fast growing areas.</p> <p>Please don't try and convince me this is the council's plan for an accessible city as we all know that what was developed by the council was rejected by the government and they brought in their own planners and redesigned what the citizens wanted, to what suited them. They brought in overseas planners who don't understand the way we live in New Zealand. We like having some space and grass around our houses. They live in large cities of millions of people not thousands and what might suit them is not what is wanted here in a small city.</p> <p>I guess you are just trying to implement the hidden agenda, which is a green agenda, i.e. let's get those hideous cars out of the city, and yes that's exactly what you'll do, they'll go straight to the malls and suburban commercial areas. And then anyone foolish enough to move back into the city will then have their hand out to the council for money because no one is coming to their business anymore.</p>	86	<p>sought through the 'Share an Idea' campaign</p>
84	<p>I'm tired of hearing the earthquake meant we had a chance to redesign and rebuild, we didn't, we just had the chance to rebuild new buildings that would be our future heritage. However we seemed to have failed that as well and every building looks the same, a square class box that looks something like a shipping container, well done to the architects, we now have permanent containers. We had enough issues to fix the broken infrastructure and damaged housing stock, but instead we've blown the money on unnecessary fancy indoor sports stadiums, full scale street redesigns and an eastern green zone on the edge of the CBD which meant buying up buildings that survived the earthquake and then knocking them down, how silly is that. All we should have done is taken the opportunity to put a few more green spaces into the square and where one or two buildings came down. Sort out a couple of problem intersections, by putting in a green turning arrow for right traffic, but not a complete redesign that is just an irresponsible waste of money which should have been spent on fixing roads and broken infrastructure, not blue sky feel good redesigns.</p>	86	
85	<p>This piecemeal approach to consultation on vital infrastructure is disempowering to the public and facilitates poor outcomes and public dissatisfaction. Rolling out the rebuild in this way is clearly favouring business as usual, not the vision found in consultation or modern transport planning. Spokes encourages CCC to meet with us and other stakeholders to consider plans more comprehensively to achieve better outcomes. At the very least links to related projects and relevant background material need to be provided. Quoting from the consultation document "The Council cannot make decisions on annual plans and long term plans under the Local Government Act that are inconsistent with the Recovery Plan and its gazetted An Accessible City transport chapter."</p> <p>The quakes have brought us central government dictating the development of the central city and rendered public consultation a sham. Please do your best to honour the Share an Idea outcomes and implement the goals of the CTP. Thank you and good luck. Please refer to the attached Spokes submission to the CCDU Accessible City Transport chapter which made clear the gross failings of that plan and offered real alternatives.</p>	85	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which is scheduled to open in the second quarter of 2015, mean that approach is not practical.</p>
86	<p>1.1. The (Name supplied) Ltd ((Name supplied)), supports in part the proposed provisions set out in AAC Consultation 2, but objects to the AAC Consultation 2 for the reasons set out below. 1.2. (Name supplied)'s comments concern the potential for the proposed changes set out in AAC Consultation 2 to result in adverse traffic operation of the Central City road network because consultation is only being done on part of the Central City network and no context is available about how the network feeding into or out of the area that is being consulted on.</p>	85	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which is scheduled to open in the second quarter of 2015, mean that approach is not practical.</p>
87	<p>2. Context</p> <p>2.1. (Name supplied) has a variety of land holdings within the Central City. Notably for this round of consultation, they are involved in developing retail and associated car parking at 71 Lichfield Street and 166 Cashel Street - more commonly known as The Crossing.</p> <p>2.2. Fundamentally, (Name supplied) support the provision of an efficient integrated transport network within the City Centre. Noting this, (Name supplied) is concerned that the information provided in AAC Consultation 2 sets out what the road network will look like, but not how it will operate. Additional information is required to understand the effects of the proposed road network changes in order to have confidence that efficient traffic operation will be provided in the re-developed Central City.</p> <p>2.3. Importantly, (Name supplied) considers that the consultation being undertaken with respect to AAC Consultation 2 fails to meet the requirements of the Local Government Act 2004 with respect to consultation on road changes. It is the view of (Name supplied) that the failure to provide detailed information about the balance of the road network in the Central City (or at least the Core) renders the consultation exercise almost meaningless. Accordingly although (Name supplied) generally supports the transport improvements proposed in AAC Consultation 2 it does so on a qualified basis.</p>	85	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. An Accessible City is funded currently for only the first phase projects and the streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once, the varying dependencies with other developments, in this case the Bus Interchange which is scheduled to open in the second quarter of 2015, mean that approach is not practical. We are planning to consult on Manchester Street, Cambridge/Durham and the Public Realm component of the Hospital Corner Project in the new year. The initial concept work on those projects is being finalised at this time to allow preparation of the consultation material.</p>

88	<p>3. Comments</p> <p>3.1. (Name supplied) generally supports the transport improvements proposed in AAC Consultation 2 on the proviso that the road network will continue to operate efficiently. Whilst it is agreed that passenger transport, walking and cycling have an important role in providing access to and within the Central City, access by private motor vehicle is likely to remain the dominant transport mode of travel within the City and the provision for alternative modes should not be promoted to the significant detriment of private car travel.</p> <p>3.2. In this regard it is specifically noted that Lichfield Street (which will provide direct vehicle access to The Crossing car parking building) is identified as a local distributor road in AAC. These roads are also specifically identified in the same document as the preferred access routes to parking precincts. (Name supplied) therefore seek some assurance that any planned upgrades to the road network achieve this vision.</p> <p>3.3. The consultation material provided sets out the details of how the streets will look, however it does not indicate how well the road network is predicted to operate. Therefore, (Name supplied) are seeking confirmation from the Council that the proposed road network will operate satisfactorily with the proposed changes in place. To understand that, information is also required regarding the layout of the Central City road network as a whole. This will assist in understanding whether the various turning restrictions proposed are acceptable or whether they will result in undue inconvenience for drivers within the City – particularly those wanting to access the public car parking facility at The Crossing.</p>	45	
89	<p>3.4. It is understood that traffic modelling has been undertaken of the City Centre to confirm that the broad concept of the proposed transport network will have an acceptable operation. As such, it is requested that concept cross-sections and intersection arrangements that the traffic model is based on are provided to give an indication as to how the specific proposals in AAC Consultation 2 tie-in with what is envisaged for the wider transport network. In addition, a summary of the traffic operation as predicted by the modelling should also be provided to confirm that the road network will operate satisfactorily within the developed Central City.</p> <p>3.5. The information requested needs to be at a finer grain than provided in the initial An Accessible City Strategy, which is at too high a level to infer proposed cross-section and intersection turning restrictions. The aim of receiving the additional information is to avoid a scenario in which (Name Supplied) are being required to assume the layout of the wider road network whilst considering specific proposals on-going piecemeal consultation.</p> <p>3.6. Only with a good understanding of the envisaged Central City road network and confirmation that the traffic routes will operate efficiently can meaningful comments be made regarding the proposals outlined in AAC Consultation 2 and further transport proposals as they arise.</p> <p>3.7. (Name Supplied) particularly notes that the consultation plans are incomplete in relation to the Durham Street South / Lichfield Street intersection. To undertake consultation without knowing the details of this important intersection seems premature. (Name Supplied) wish to reserve their rights in making comments regarding the consultation plans until the Durham Street south / Lichfield Street intersection information is provided.</p>	45	A follow up meeting has been held with this submitter to discuss their concerns.
90	<p>3.8. The comment in relation to incomplete consultation plans equally applies to the High Street / Manchester Street intersection and the proposed Manchester St Boulevard where details were not provided in either respect. In particular, (Name Supplied) want to know:</p> <ul style="list-style-type: none"> • how access is to be provided from the Manchester / Lichfield St corner into and out of the section of High Street between Cashel Street and the Manchester / Lichfield St corner; and • how the Manchester St Boulevard will affect the Manchester / Lichfield St intersection and traffic flows in the vicinity. <p>3.9. There is not any detail in relation to materials and quality of finishes for the proposals in the AAC Consultation 2. We presume that the Council will consult on these details in due course and we reserve our rights to make submissions in that regard.</p> <p>3.10. Overall there is a lack of information about how vehicles will be able to travel around the City in the future. As an example, the lack of information regarding future turning restrictions means that it is unknown how vehicles exiting Lichfield Street will travel east because there may or may not be turning restrictions proposed that are outside of the area currently being consulted on. The same concern would apply to drivers accessing Lichfield Street. This is one example that indicates the difficulty in consultation on specific changes without being provided the context of the overall changes proposed to the transport network.</p>	45	There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. Access to High Street will be maintained from Manchester Street via the current entry point (left in heading south on Manchester and left out of High onto Manchester heading south. The Manchester Street project will be consulted on in the new year. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan.
91	<p>Free left and right turns within the frame.</p> <p>In principle all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr, cars in the city are there for CBD access and no longer using the CBD as a through route.</p> <p>The comments made above regarding the 2031 traffic projections are relevant generally across the city – if free left and right turns within the frame are to be prevented, then at the least there should be a transitional period while the city rebuilds.</p>	48	The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.
92	<p>I am submitting in support of this proposal. I think that the proposed changes and upgrades which are described will greatly enhance the accessibility and appeal of this street as part of the city core. Any provision of cycle and pedestrian over vehicles is an important step forward.</p>	49	Thank you for your submission and support shown towards this project.
93	<p>All sounds great - I hope this is how we intend to design all central city streets.</p>	50	Thank you for your submission and support shown towards this project.

94	<p>Colombo Street (p.11 and plan sheet 2) The treatment proposed for the Cashel-Colombo intersection is generally supported including the apparent extension of mall paving into Colombo Street from both sides. The restriction of traffic in Cashel Mall to service vehicles at specified times, and to trams (any time) should also be shown, including appropriate devices for preventing general motor vehicle access to the mall from Colombo Street. The plan on Sheet 2 does not accurately portray the Hereford Colombo intersection - High Street mall is missing, as the tram track and Colombo Street to the north. The first bullet point, in column 3 on p. 11 is factually incorrect in part. Trams will cross Colombo Street at Cashel Mall, (travelling west to east) but at High Street they don't cross Colombo, they enter from High Street mall, cross Hereford and enter Colombo to travel north into Cathedral Square.</p>	50	<p>Thank you for your submission and support shown towards this project. The plans will be amended to reflect the tram lines at Hereford/Colombo.</p>
95	<p>Design issues and concerns: St Asaph St to Lichfield St As Tuam is proposed to be the main one way west – east link then clearly there will be plenty of traffic wanting to turn right from the south and left from the north. Right turning traffic waiting at the lights will back up and severe the flow of the straight ahead traffic due to the pedestrian island, which is unnecessary and not a priority spend of rates funds. Same goes for the pedestrian island north of Tuam St. The kerb line removes provision of parking spaces. The foot path is adequate and does not need to be increased. Keep existing line and save money. Choice of plantings – it would be great to see the use of NZ natives such as lancewoods and pohutukawa rather than the English exotics. Amendments Remove the needless pedestrian islands and save money, Maintain a cycle lane throughout the length of Colombo St on both sides, Maintain the same kerb line throughout the length of Colombo St without protruding sections that narrow the carriage way including Cashel St intersection, Maximise the parking spaces between Lichfield and Hereford St, Locate new trees off the road and onto the pedestrian access, Select NZ native trees</p>	60	<p>Due to changes in the building levels some kerb and channel needs to be replaced. Where possible we have looked to retain existing kerb and channel to reduce cost, but in many places it has been damaged due to building demolition and needs to be replaced. The pedestrian crossings are to facilitate mid-block pedestrian movements to surrounding land-use This is a key pedestrian and cycle route. The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010.</p>
96	<p>The main issue with the overall design concepts is the compromise of functionality and safety for the sake of beautification. As a city we can no longer afford the items that used to represent our typical standard pre earthquakes, these are now deemed luxury items. With the current state of the financial affairs of this Council these sorts of items should not even make it into a design brief, it is needless spend and not priority. Keep it simple, keep it functional, keep it affordable and don't gold plate it.</p>	60	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. The future central city will be a place that welcomes people no matter how they travel. Accessible City recognises that people will continue to drive cars as well, but too many vehicles during the peak periods will lead to congestion. Cars will still form the major form of travel to and from the city - it's about striking a new balance between various modes of travel and the choices we make as a community and individuals. Accessible City aims to triple both bus patronage and number of cyclists travelling to the central city as well as significant growth in the number of people who choose to walk to and around the central city. An Accessible City was produced following consultation in 2012 and 2013 and includes feedback that was sought through the 'Share an Idea' campaign.</p>
97	<p>Public safety has to be the paramount concern of any proposals the CCC put to the community. It must override all competing interests. To deliver anything less is to give us something that will be second rate. When Richard Osborne says "trade-off" he means he is compromising the safety of the people who don't drive cars. Shared Space concept is unsafe for the most vulnerable users - people walking and cycling. We have already had a cyclist rammed from behind for getting in the way of a motorist in a Chch central city shared space location, injuring him, traumatising his daughter and wrecking his bike. The myth is debunked in detail here....http://www.aviewfromthecyclepath.com/2014/04/shared-space-revisited-hype-continues.html And is backed up through crash statistics in shared space here... http://www.aviewfromthecyclepath.com/2014/04/where-crashes-are-shared-space-and.html</p>	60	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
98	<p>Ngāi Tūāhuriri Rūnanga hold manawhenua status for the location of the proposed transport projects. As such, they have ancestral and contemporary associations with the area that is the subject of these proposed changes. The natural resources – water (waterways, waipuna (springs), groundwater, wetlands); mahinga kai; indigenous flora and fauna; cultural landscapes and land are taonga to the Rūnanga and they have general concerns for activities adversely affecting these taonga. The relationship of Ngāi Tūāhuriri Rūnanga to these taonga are integral to their cultural identity and they have a kaitiaki responsibility to protect them. The protection of these taonga as being of high cultural significance to Ngāi Tūāhuriri Rūnanga are articulated in the Mahaanui Iwi Management Plan (IMP). While the proposed changes are primarily about transport network changes, there are opportunities to explicitly recognise Ngāi Tūāhuriri Rūnanga values in the proposed changes that have not been included. This exclusion results in perpetuating the invisibility of Ngāi Tūāhuriri Rūnanga in the urban landscape as having a distinct cultural association and identity to the place.</p>	60	

99	<p>It is imperative that there are explicit measures that recognise these cultural associations in the proposed changes which will assist in an improved visibility and sense of the history and identity of in the Ngāi Tūāhuriri Rūnanga in this urban landscape. As articulated in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" (see below), there are concrete measures that can be included. Some of these opportunities will be expanded on in the following sections.</p> <p>1.3 Subdivision and development can provide opportunities to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirm connections between tāngata whenua and place, including but not limited to:</p> <ul style="list-style-type: none"> (i) Protecting and enhancing sites of cultural value, including waterways; (ii) Using traditional Ngāi Tahu names for street and neighborhood names, or name for developments; (iii) Use of indigenous species as street trees, in open space and reserves; (iv) Landscaping design that reflects cultural perspectives, ideas and materials; (v) Inclusion of interpretation materials, communicating the history and significance of places, resources and names to tāngata whenua; and (vi) Use of tāngata whenua inspired and designed artwork and structures. 	99	
100	<p>Landscape design and use of indigenous species</p> <p>Ngāi Tūāhuriri Rūnanga oppose the use of exotic species for the proposed tree plantings. The planting of exotic species undermines their relationship with native, indigenous species as they provide mahinga kai and biodiversity values and are a taonga. Christchurch city is a highly, urbanized and modified landscape and the native indigenous species of the area have been seriously depleted. To address this, Ngāi Tūāhuriri Rūnanga promote the restoration of native species for the proposed tree plantings. The protection and restoration of indigenous flora and fauna is identified as a key component in the Mahaanui Iwi Management Plan (IMP) as seen below:</p> <p>Policy TM3.1 To approach the restoration of indigenous biodiversity in the takiwā based on the following principles: (a) Restoration of indigenous biodiversity is about restoring original and natural landscapes, and therefore the mauri of the land; and (b) Restoration of indigenous biodiversity is about restoring the relationship of Ngāi Tahu to important places and resources; including planning for customary use.</p> <p>As such, Ngāi Tūāhuriri Rūnanga require the use of native species for the all the landscaping work, as this would provide an opportunity to restore and enhance the areas with locally sourced native plantings which provide biodiversity and mahinga kai values.</p>	100	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010. The design will provide for passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas.</p> <p>Council have received a request for inclusion of a Matai around the Bus Interchange and we are looking at potential locations where this could be incorporated into the streetscape. On Lichfield Street, our design takes account of the Aotea Square features.</p>
101	<p>Protecting and enhancing waterways, groundwater and waipuna</p> <p>Ngāi Tūāhuriri Rūnanga wish to highlight the need for the inclusion of adequate stormwater treatment devices in the designs. This would include low impact design techniques to treat stormwater contaminants such as the use of pervious or semi-pervious surfaces for cycleways, roads and footpaths; rain gardens as part of the general landscaping and tree pits to be established as part of the proposed tree plantings.</p> <p>The issue stormwater is significant to Ngāi Tūāhuriri Rūnanga due to the nature of the potential contaminants in the stormwater such as heavy metals that may enter or leach into the waterways, groundwater and waipuna (springs). Protection of the water quality of these waterways would help towards restoring the cultural health of the waterways and hence its mauri and provide for the relationship of Ngāi Tūāhuriri Rūnanga with water as a significant taonga. The IMP includes the following policies regarding the protection of waterways from stormwater:</p> <p>WM6.8 To continue to oppose the discharge of contaminants to water, and to land where contaminants may enter water.</p> <p>WM6.9 To require that local authorities work to eliminate existing discharges of contaminants to waterways, wetlands and springs in the takiwā, including treated sewage, stormwater and industrial waste, as a matter of priority.</p>	101	
102	<p>Urban design</p> <p>As identified in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" above, concrete measure to give visibility to Ngāi Tūāhuriri Rūnanga cultural values in the proposed urban design can include: tangata whenua artwork in the streetscape such as cultural designs in the concrete pathways and cycleways; tangata whenua structures such as pou at sites of significance; and tangata whenua interpretation panels along the cycleways and pathways.</p> <p>2.4 Wahi tapu and sites of significance</p> <p>Wahi tapu and sites of significance to Ngāi Tūāhuriri Rūnanga need to be identified and protected in the proposed changes as a matter of high significance.</p> <p>3. CONSULTATION</p> <p>It is critical to point out that the above opportunities to incorporate Ngāi Tūāhuriri Rūnanga's cultural values in the proposed changes need to involve consultation with Ngāi Tūāhuriri Rūnanga before any measures are undertaken.</p>	102	

103	<p>It is very difficult to make any detailed comment unless one knows the intensity of the various forms of traffic which lead into the above streets. No indication of this was provided. The only indication we have is a "Press" article reporting bus movements up to 100/ hr from the Bus Exchange. This would seem to place a heavy load on the "Two-Way" Lichfield St. It is impossible to comment on the proposals for vehicular traffic without knowing what is proposed for adjacent roads. May we make a suggestion: Firstly, develop a safe plan for cycling within the inner city, one that avoids the recent horrendous accidents recently reported and then develop the plans for vehicular traffic around those. While Tuam Street may become safer for cyclists, it is too remote from the CBD. Your planning priorities need rethinking.</p>	50	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange, mean that approach is not practical.</p> <p>As part of developing An Accessible City transport modelling was undertaken to ensure the network would work efficiently and according to the function allocated to each street. With An Accessible City, certain streets have been prioritised for various travel modes. Cycle routes are indicated for east to west and north to south that connect to the major cycleway routes coming into the city.</p> <p>Modelling takes into account the type and scale of activity anticipated on each street. As the detail of what is proposed on each street comes to light the model is used to check whether the initial assumptions were valid.</p> <p>It is not expected that anything will impact the 'An Accessible City' approach as the initial modelling was subject to sensitivity testing, i.e. testing a range of activity types/scenarios.</p>
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TRIM 14/1082141

Lichfield Street Responses to Submissions

Comment #	Cycle concerns	Submitter #	Project team response
1	Dear CCC, I am a transport planner with over 25 years experience and 20 years of that in Christchurch City. 10 of those years were spent working for the CCC. I was also a keen cyclist and cycled extensively throughout Christchurch from childhood with numerous near misses from vehicle drivers. I fully understand how difficult it is for cyclists and vehicle traffic to mix and the limitations vehicle drivers have in trying to see all other pedestrians, cyclists and vehicles on the road. I am fully supportive of improving cycle facilities in the City, however I am totally opposed to the proposed cycle lane layouts at the intersections where the cyclist is captured on the lefthand side of left turning vehicles. This does not provide the opportunity for the cyclist and vehicle to swap positions if the cyclists is going straight ahead.	1	Traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a certain time to reduce conflict at these points. All schemes have been through a concept and scheme stage safety audit, and will go through a detailed design audit in addition to a post-construction audit.
2	I do not believe that this layout should pass a safety audit nor do I consider that the "slow speed zone" is sufficient mitigation. This type of design is only appropriate where cyclists and pedestrians have an exclusive signal phase for crossing from that approach without any filtering traffic. This is the only configuration under which I would support the proposed layout. I am of the firm belief that either the design has to be modified or the signal phasing modified or a combination of both.	1	On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.
3	May need to ensure cyclists are warned off the Lichfield route and on to Tuam to ensure no conflict with bus priority in & out of exchange.	13	Signage will feature as an overall wayfinding programme for An Accessible City to direct various modes to the most appropriate route.
4	The Barnes dance intersection at Colombo st should allow cyclists to cross with pedestrians	27	At the signalised crossings for pedestrians at intersections cyclists will not be travelling in the cycle lane when pedestrians have priority for the entire crossing. At the signalised crossings for pedestrians between the intersections cyclists will have to give way to pedestrians as there will be zebra crossings for pedestrians between the signals and the footpath.
5	Check with organisations such as Environment Canterbury, Justice Precinct team etc. to see if they will be including public cycle stands outside their new buildings. If not, then provide some as part of this phase of work. Ensure all cycle stands are the same design and appearance for aesthetic amenity (the quirky green fern bud ones on Cashel Street at Colombo Street would be great citywide)	28	It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors such as the new bus interchange where 100 cycle stands are being provided.

6	<p>While this consultation is offered to provide the details which were lacking in the consultation on CCDU's Accessible City Transport chapter the details are lacking. Cycle parking is either very sparse or has not been fully included. No lane widths or cross sections are provided. How the cycle infrastructure provided will tie into planned or existing cycle network is not clearly shown. Provisions for people commuting across town on bicycles are not addressed. Cars will have the four avenues, Kilmore Street, St Asaph Street, Durham, Montreal, Madras and Barbadoes for easy travel. The details are in effect hidden in the piecemeal approach. We must wait until later is the refrain. The proposed projects offer no decent cycle commuter routes through the central city as all are shared with one or more modes cars/pedestrians/buses and are often interrupted and/or indirect. Infrastructure on cycle routes is too often inconsistent and/or a start and stop affair. Clear route signage will be required. The message is that cyclists should find alternative routes to going through the CBD. Just what commuter cycle route infrastructure will be offered on the four avenues or elsewhere is not stated. Cars are offered ample parking near the retail precinct both on street and in parking facilities.</p>	43	<p>Thank you for your submission. Accessible City currently is only funded for phase 1 so the schemes consultation are part of this. The detail you are looking for will be part of future phases and those will be consulted on when they are developed. They key cycle routes shown in the An Accessible City Chapter do tie into the proposed Major Cycle Routes projects, and An Accessible City includes a map of key cycle routes where it is anticipated that separated cycle infrastructure is provided.</p> <p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors.</p> <p>The 1m wide separation strip between the traffic lanes and the cycle lanes will have sloped kerbs so that bicycles could mount the strip, however it would be easier and more comfortable to use the gaps in the separation strip at driveways and pedestrian crossings. The Copenhagen Style cycle lanes are elevated above the road surface.</p> <p>The cycle lanes on Tuam Street are 2m wide so can accommodate cyclists passing each other.</p>
7	<p>Taxi stands are also highlighted. Cycle parking is minimal. The shopping precinct is clearly primarily for people who drive, taxi or bus. This does not support mode change or even choice. Intersections with signals need to support cycle routes. An early start to put cycles first, in front of cars, should be applied in all instances. This should apply even on routes are shared priority routes with other modes. Manchester/Lichfield/High will require bollards as part of intersection treatments to prevent cars from using cycle lanes as turn lanes. Lichfield Street is pedestrian priority with narrow streets and wide footpaths. Cyclists accessing addresses on Lichfield Street may choose to park their bicycles and walk or walk with their cycles. If the traffic is calm more confident cyclists may use the road especially as traffic is controlled to 30kmph. The lack of cycle parking facilities is again a concern. Cyclists will be reluctant to become shoppers if they are unable to park their cycles.</p>	43	<p>Lichfield Street is not intended as a cycle route. Cyclists will be encouraged to use Tuam and Colombo Streets where facilities are being provided.</p> <p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p> <p>As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors such as the new bus interchange.</p>
8	<p>Cycles should be provided for on all roads in the inner city. Cyclists will end up using Lichfield Street regardless of the cycle lanes provided on Tuam St, and should be provided for.</p>	47	<p>Please refer to page 7 of the consultation booklet. Key Cycle Routes are provided for on roads identified in yellow, and will provide greater separation between cycles and traffic. Due to the width of the current roads, and to provide for all the competing demands on Central City streets, providing separated cycleways on all streets is not possible. On-road cycle lanes will be accommodated on other streets. An Accessible City needs to balance the needs of all transport modes.</p>

	<p>However if we are creating an accessible city, it's essential that EVERY street in central city Christchurch is cycle friendly, not just a selection. While there is the intention that Lichfield Street is to be within the slow road core, safety of cyclists should be considered on every road, including this one. If no designated cycle lane is to be included on this street then it should be expected that cycles WILL share the road with cars and therefore the street needs to be designed in such a way (with materials, road scale, signage and cycle stands etc) as to ensure this is made clear to all road users. After living for a year in Copenhagen, I experienced for the first time a truly accessible city. One of the key factors contributing to the accessibility of the city was the fact that they expected cycles to be the only mode of transport for a lot of people - which it is. This meant allowing them safe access to EVERY part of the city, not just a few designated routes. A lot of cyclists (including myself) will always take the shortest route, often whether it's safe or not. Its best just to expect them to go anywhere and allow for this in the new design of our streets.</p>	51	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p> <p>Please refer to page 7 of the consultation booklet. Key Cycle Routes are provided for on roads identified in yellow, and will provide greater separation between cycles and traffic. Due to the width of the current roads, and to provide for all the competing demands on Central City streets, providing seperated cycleways on all streets is not possible. On-road cycle lanes will be accommodated on other streets. An Accessible City needs to balance the needs of all transport modes.</p>	
10	<p>LSC/O strongly believes that different modes require their own space and we support the provision of Copenhagen-style cycle lanes. We do not agree with sharing common space with people on bikes.</p>	53	<p>Thanks for your submission, your comments and support have been noted. On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>	
11	<p>Also noted is "no cycle lanes are planned here as Tuam Street is the key cycle route" – given Tuam Street is proposed to be one way, west to east, how is it intended that cyclist travel east to west? They will use Lichfield Street. Cyclists will use all streets to navigate through the CBD. Failure to factor this functional requirement into the design is a failure and risk to cyclists and unfair on other motorists.</p>	61	<p>A seperated cycle route is also planned for St Asaph Street which is a key cycle route to facilitate cycle movements from east to west.</p>	
12	<p>Unless Cycle Lanes are effectively separated from vehicular traffic, such lanes are unlikely to provide the required level of safety for cyclists and hence are unlikely to provide conditions which will encourage more inner-city cycling. The only dedicated cycle lanes shown are in the proposed "one-way" Tuam St with no North/South dedicated lanes. The Tuam St lane is further from the central city business/commercial area than would seem desirable. Maybe you are proposing other dedicated cycle lanes for Gloucester St and/or Armagh St.</p>	65	<p>Please refer to page 7 of the consultation booklet. Key Cycle Routes are provided for on roads identified in yellow, and will provide greater separation between cycles and traffic. Due to the width of the current roads, and to provide for all the competing demands on Central City streets, providing seperated cycleways on all streets is not possible. On-road cycle lanes will be accommodated on other streets. An Accessible City needs to balance the needs of all transport modes. Future An Accessible City projects will deliver these additional cycle routes that are not part of the first phase program currently being developed.</p>	
<p>Comment #</p>	<p>Parking Concerns</p>		<p>Submitter #</p>	<p>Project team response</p>
13	<p>Has access to (Name Supplied) goods ramp and Mid City Centre's parking ramp been provided for? We request a 5 minute parking zone in front of the Lichfield Street Parking building sufficiently long to accommodate a truck as there is occasionally a delay before trucks can enter our ramp, and also to facilitate pick up and drop off of our customers arriving by taxi, or with disabilities especially as they can not quickly disembark</p>	14	<p>Following further consultation with the affected businesses two P60 car park spaces have been changed to P5s on the north side of the street outside Ballantynes.</p>	

14	<p>The entrance into the Lichfield car park has always caused traffic to bank up and cars to swerve out and around. A turning bay for cars entering the car parking building maybe needed (if reviewed in 6 -12 months) I hope the exit from the Litchfield car park building will be a left turn only. There may also be problems with cars turning right into the car park building, perhaps this could be prohibited with a median a barrier?? Please keep street car parking along here to a maximum 1 hour. I like the P5's. The "No Stopping" is very good.</p>	19	<p>Providing turning bays for car park buildings to cater for very busy times only (Christmas) results in excessively wide road space which in turn makes the achieving a low speed difficult. As the replacement car park buildings will be new there is more scope to provide the queuing space and use of technology inside the building to manage vehicle entry and exit. Following consultation feedback, we propose removal of a P5 and an altered location of two P5 spaces outside the Justice Precinct so that there is no parking opposite the car parking building access.</p>
15	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street Net loss of 61 car spaces in this proposal. This constant trickle of losing car parks in the CBD is of real concern to CBD businesses. I do not see in this consultation any sites identified to replace these lost car parks. What sites nearby the lost car parks has council in mind to replace these lost spaces? Although this consultation only covers a small part of the CBD I believe it is now the time to start putting parking meters around suburban shopping malls as I for one find I cannot find a street car park. This would start to bring balance to all car parking and provide council revenue. I wish to speak to this submission at any hearing on this subject.</p>	24	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
16	<p>Inadequate consideration has been given in the proposal so far to carriageway capacity for queues of vehicles forming as drivers seek to enter the new Retail Precinct car parking buildings. Before the earthquakes a vehicle queue often formed as drivers waited to enter the CCC Lichfield Street building, and a special lane was implemented so this queue did not conflict with through-traffic. No such special lanes are indicated for Lichfield Street in this proposal so far. This means drivers queuing for these parking buildings may block both the eastbound and westbound through lanes, interfering with not only general through-traffic but also the intercity and regional coaches wishing to enter and exit the special coach park outside the Bus Interchange, taxis (the fares could mount up as they sit stuck in traffic) and public service vehicles trying to access the Justice Precinct. Therefore: <ul style="list-style-type: none"> • Replace the proposed trees, garden area and wider footpath on the northern side of Lichfield between Colombo and the future Crossing Car Park access point with a dedicated vehicle queue lane for car park users separated from eastbound through traffic by a narrow raised pattern surface kerb • Reduce the width of the proposed footpath on the northern side of Lichfield between the future Crossing Car Park egress and the northern Bus Interchange access point; try to retain proposed new trees if space permits • Reduce the width of the proposed footpath on the southern side of Lichfield Street between Colombo Street and the northern Bus Interchange access point • Create a westbound vehicle turning/queue lane for those entering the future Crossing Car Park egress in the space provided by implanting the two changes I mention above, between the new car park access point and half-way along the proposed coach park Given how busy this Crossing Car Park access point has the potential to be, it might even be necessary to install traffic signals here to prevent road rage as both queues of waiting drivers may get impatient and angry. Of course this means there would be signals at two points on this block between Colombo and Manchester. <ul style="list-style-type: none"> • Revise the proposal for Lichfield Street between Durham Street and Colombo Street so it includes special queue lanes/turn lane for drivers wishing to enter the rebuilt CCC car parking building; consider installing traffic signals for this as well to avoid driver anger </p>	28	<p>Providing turning bays for car park buildings to cater for very busy times only (Christmas) results in excessively wide road space which in turn makes the achieving a low speed difficult. As the car park buildings to be constructed in Lichfield Street will be new there is more scope to provide the queuing space and use technology inside the building to manage vehicle entry and exit, and remove the need for on street queuing. With the planned pedestrian activity from the Justice/Retail and Bus Interchange, the designers have sought to maximise footpath widths to cater for high pedestrian volumes.</p>
17	<p>Limited provision has been made for some P5 car parks and also some coach line and taxi stand parks. It is presumed the full demand for short term visitor parking (15 min to 60 minute) for the central 'core' will be met off street with convenient access to on site/off street parking in both the existing Lichfield and also future parking buildings with convenient access from the city centre local distributor streets. The AA suggests:- that there does not appear to be any provision for trade/delivery vehicles on street unloading zones and these should be explicitly provided from the outset. The AA also suggest that the full provision of street parking shown on Lichfield St Sheet 3 will be required for P5, delivery loading, set down short term spaces and emergency vehicle standing to serve the needs of the adjacent commercial and retail activities. Thus all the visitor and shopping (P15 up to P2 hour) parking demand must be planned for off street at a variety of parking buildings distributed in an optimum fashion across the central core blocks.</p>	29	<p>Following the consultation feedback, the following changes are proposed:</p> <ul style="list-style-type: none"> • Two P60 car park spaces changed to P5 spaces outside the Justice Precinct • Removal of a P5 space and altered location of two P5 spaces outside the Justice Precinct so that there is no parking opposite the car park building access. • Two P60 car park spaces changed to P5s on the north side of the street outside Ballantynes. • The Taxi Stand on the south side of the street, just east of Colombo Street, will also operate as a bus stop between the hours of 6am- and 8am. • The street details just east of Manchester Street have been shown on the revised plans and include an additional bus stop
18	<p>We feed into bus exchange and pick up from bus exchange morning and night, for skifield transport, day trips for schools, language schools & institutions. Pre-earthquake peak bus/van numbers for our industry around 15 vehicles. Requirements for consideration: flow into bus exchange, shortterm parking for coach 15 min/30 min flow out towards west (Ricc Road, Lincoln Rd) night time reverse.</p>	31	<p>The provision of bus/coach loading outside the Interchange has been worked through with the Bus and Coach Association, and changes made where needed. Bus and coaches are advised to exit Lichfield Street to Durham Street to access the one-way distributor streets of Tuam St for eastbound movements and St Asaph for westbound movements to Riccarton. Lincoln Road bound movements should use Durham Street and Moorhouse Avenue.</p>

19	<p>The formal marking and control of car parking is supported, as is limiting the general parking spaces to a maximum duration of stay of 60 minutes. It is important for the operation of the Precinct that there is a regular turn-over of parking spaces in the area so that visitors are more easily able to find a vacant space, rather than the spaces being occupied by vehicles that are parked all day. Marking the spaces and restricting the duration of stay are appropriate ways of doing this. Information received from NZ Police is that if a victim of crime is unable to easily find a vacant parking space in close proximity to a police station, they are more likely to fail to report the crime. It is therefore important that there is provision made for very short-term parking which is either mostly unoccupied or has a high turnover. It is encouraging to see that such provision has been made by way of three P5 spaces provided immediately adjacent to the Precinct and this arrangement is supported. The high number of employees on-site and nature of the activities at the Precinct means that loading activities can be frequent, and so it is important to ensure that adequate provision is made for delivery vehicles. The provision of two P5 loading spaces to the immediate northwest of the Precinct is supported.</p>	32	<p>Following the consultation feedback, the following changes are proposed:</p> <ul style="list-style-type: none"> • Two P60 car park spaces changed to P5 spaces outside the Justice Precinct • Removal of a P5 space and altered location of two P5 spaces outside the Justice Precinct so that there is no parking opposite the car park building access. • Two P60 car park spaces changed to P5s on the north side of the street outside Ballantynes. • The Taxi Stand on the south side of the street, just east of Colombo Street, will also operate as a bus stop between the hours of 6am- and 8am.
20	<p>One parking space is provided on Lichfield Street for the mobility impaired. Demand for mobility impaired spaces at facilities of this nature can vary, but it is unlikely that one space will meet demand at all times. It is important that those with mobility impairments are given a high priority in accessing the Precinct, and so the Ministry requests that the two spaces to the immediate east of the marked mobility impaired space are also designated as spaces for the mobility impaired.</p>	32	<p>One P60 has been changed to a mobility space on Colombo Street between Lichfield and Hereford Street, a mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
21	<p>It is specifically noted that Lichfield Street (which will provide direct vehicle access to The Crossing car parking building) is identified as a local distributor road in AAC. These roads are also specifically identified in the same document as the preferred access routes to parking precincts. (Name supplied) therefore seek some assurance that any planned upgrades to the road network achieve this vision.</p>	45	<p>As part of developing An Accessible City transport modelling was undertaken to ensure the network would work efficiently and according to the function allocated to each street. Modelling takes into account the type and scale of activity anticipated on each street. As the detail of what is proposed on each street comes to light the model is used to check whether the initial assumptions were valid. It is not expected that anything will impact the 'An Accessible City' approach as the initial modelling was subject to sensitivity testing, i.e. testing a range of activity types/scenarios. A follow up meeting has been held with the (Name supplied) to discuss their specific concerns.</p>
22	<p>An indicative access is illustrated for The Crossing car park. The access shown implies that traffic will have priority over pedestrians, which will be beneficial with regard to the efficiency of vehicles to / from the car park as well as the operation of the adjacent road network. Confirmation that vehicles will have the priority over pedestrians at this location is required.</p> <p>The location of the access illustrated on the plans is not entirely consistent with the access location and width proposed for The Crossing. The attached plan indicates the approximate location and width of the access as per the current design. It also suggests the potential relocation of a tree such that it is clear of the access and does not impede visibility.</p> <p>The relief sought in relation to this matter is for on-going liaison between the design team and adjacent land owners to ensure that accesses, street furniture and planting are located such that they are consistent with proposed development plans.</p>	46	<p>The design team will work with the developer over the location and construction of the car park entrance. We have received an updated plan for the potential car park entrance and will incorporate that into the detailed design. A follow up meeting has been held with the (Name supplied) to discuss their specific concerns.</p>
23	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street There is a net loss of 61 car spaces in these proposals.</p> <p>This constant trickle of losing car parks in the CBD is of real concern to the CCBA. There do not appear to be any sites identified in the consultation documents to replace these lost car parks. What sites near to the lost car parks does the Council have in mind to replace these lost spaces?</p>	48	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city.</p> <p>The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
24	<p>Coach Parking Inter-regional coaches need up to 30 minute parking for passenger and baggage unloading and reloading. In normal times for six coaches is necessary which would require three parking spaces to accommodate two coaches each. Our preferred solution is to create a third coach park on the north side of Lichfield Street immediately opposite the south side coach park adjacent to the interchange. See attached marked up drawing. We note that the second coach park area proposed is outside SOL Square and is designated as a coach/night time taxi stand. Our initial meeting with CERA and City Council representatives highlighted the requirement to have coach parking in close proximity to the interchange with clear line of sight and signage for passengers embarking or leaving the inter-regional services. The SOL Square coach park appears to fail this line of sight test and its distance from the interchange will make access challenging for passengers with limited mobility or visual impairments. Unless this park area can be relocated closer to the interchange wayfinding signage and departure location signs will be necessary for this coach stop.</p>	50	<p>It is recommended that the Taxi Stand on the south side of the street, just east of Colombo Street, will also operate as a bus stop between the hours of 6am- and 8am to provide additional space in the morning peak period giving 5 spaces near the interchange. The street details for Lichfield Street just east of Manchester Street have been discussed with the Coach and Bus Association and operator representatives and include an additional bus stop for two buses to wait.</p>

25	<p>During the high season (October to March) at peak period morning and evening parking for more than six coaches will be necessary. A suggested solution is to install proximity sensors at each coach park that can provide advance notice via electronic road signage that the six coach spaces are full and direct the coach to a nearby holding park and avoid double parking on Lichfield street due to coaches parks being fully occupied. Some of our members believe the transport hub concept would be further enhanced by providing for special event services (e.g. ski, tourism and regional events) to set down and collect passengers from the interchange. We suggest a further discussion with the consultation team on this subject.</p>	50	
26	<p>Short term Customer parking While we note there are few options for short term car parking (e.g. P10/15) there will be many customers using inter-regional services that do not arrive or depart from urban or other inter-regional services. Some of these customers will have limited mobility or visual impairments which makes it essential that parking is nearby to the coach parking with clear signage and visibility to the awaiting coaches. The first suggestion is for Council to arrange short term free parking in the bottom floor of the Crossing car park directly opposite the interchange where the first 15 minutes is free (similar to airport parking). The parking building owner would benefit from higher utilization and additional income for stays longer than 15 minutes. The second suggestion is to allow disabled access parking on the taxi stand on North West edge of bus interchange although this area is not likely to be large enough during peak periods</p>	50	<p>There is short term parking available on Colombo Street and Lichfield Street to the west of Colombo Street. As a result of consultation there is two P5s on Lichfield Street opposite the Bus Interchange.</p>
27	<p>LSC/O is concerned that the current plan only provides three spaces for disability parking, none of which are situated in a way that would be usable by a vehicle with a rear-fitted wheelchair hoist. We recommend that there be six mobility car parks and situated in pairs with the provision for one of each to have adequate space for rear-fitted wheelchair hoists. We would like the mobility car parks easily accessible to the footpath. Colombo Street from Hereford Street to St Asaph Street</p>	53	<p>Following consultation, one P60 changed to a mobility space on Colombo Street between Lichfield and Hereford Street, a mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
28	<p>It is important that the number of mobility car parks in this key part of the central city meets access needs now and into the future. The current plan has only a total of three spaces, and none are situated in a way that would be usable by a vehicle with a rear-fitted wheelchair hoist. Recommend: That the mobility car parks are doubled to six, situated in pairs, and provision is made for one of each pair to have extra space for rear-fitted wheelchair hoists. Recommend: That mobility car parks situated adjacent to the separated cycleway are designed so that mobility car park users are able to easily access the footpath, and the kerbing in this area does not hamper the users' journey (Refer to Sheet 4).</p>	55	<p>Following consultation, one P60 changed to a mobility space on Colombo Street between Lichfield and Hereford Street, a mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
29	<p>Could the loading vehicle bays be put in around major shopping areas and food outlets, hotels ,etc: eg cashel precinct, worchester boulevard, victoria street. We are continuously being asked to move our trucks when we are delivering chilled lines to customers. within the four avenues. The problem is only going to get worse with new food outlets, coming back into the central city, ie the oxford tce project.</p>	57	<p>Following consultation feedback three P60 car park spaces changed to goods vehicle loading zone adjacent to the Justice Precinct on Tuam Street. Goods and service vehicles can also use any designated P5 spaces for unloading.</p>
30	<p>This feedback comes from both a personal level (as a wheelchair user) and professionally as the KiwiAble Recreation Network facilitator. Would recommend that the number of mobility carparks be doubled to 6 with provision for one park to have extra space for rear entry hoist vehicles In view that we have a fast aging population with some degree of disability as well as mothers with prams etc</p>	58	<p>Following consultation, one P60 changed to a mobility space on Colombo Street between Lichfield and Hereford Street, a mobility space created adjacent to the Justice Precinct on Tuam Street with a raised platform in the separated cycle lane to provide level access to the footpath. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
31	<p>It states in the overview that Lichfield St will be the main access route for the retail precinct and car parking facilities. However, there needs to be the awareness that many people will not entertain the idea of parking in (or even entering) car park buildings post-earthquake. It is essential that street parking is maximised to meet the needs of those that will not park in buildings. It also states that there is a net gain of 19 parking spaces – by my count there is proposed 26 spaces, excluding exclusive taxi and coach stands. This means that there were only 7 to start with. This is well short of the pre earthquake spaces capacity. The net gain must have been calculated on a post-earthquake provision which creates a deception in that the capacity being provided is actually less. There is no drop off or pick up zone for bus exchange users.</p>	59	<p>The removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees which was requested from the share an idea consultation. These features contribute to the overall vision that “Central Christchurch will become the thriving heart of an international city” and align with the ‘Share an Idea’ feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan that is part of the An Accessible City project, so that overall there is an appropriate level and location of parking available in the Central City. The Parking Plan can be located as detailed below.</p>

32	<p>The submitter has provided an extensive outline of their business in Hereford Street and its status post earthquake. The submitter has stressed that parking of longer than 60 minute duration is a severe issue for this business. There is only very short stay and not enough long stay parking within a short walk of the business. They stress the CCC is not adequately dealing with such issues and feels that businesses in the CBD are unfairly disadvantaged to those in the suburbs whom do not have parking constraints on them. They feel that suburban parking should also be restricted to short term paid parking to ensure an even playing field, and outlined this would raise revenue also.</p> <p>We agree that carparking should be retained in the section of Lichfield Street between Durham Street and Manchester Street, and agree that there should be a net gain of at least 19 on street carparking spaces, but submit that:</p> <ol style="list-style-type: none"> All of the spaces in which it is proposed to impose 60 minute parking should be 120 minute parking; and The no-stopping 'built-out' sections in Lichfield Street between Durham Street and Colombo Street should not be 'built out' or no-stopping – these areas should be carparking spaces, of 120 minutes duration; and Until such time as the Council charges for on-street parking in suburban business areas, the on-street parking in the central city should be free, or a nominal charge of 50 cents per hour. 	64	<p>The consultation material stated that the Draft Christchurch Central Parking Plan was available as a public document however it is acknowledged this is not easy to locate. It can be found on the Earthquake Recovery Committee of the Whole (ERCOW) agenda for 7 August 2014 at: http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2014/August/CommitteeoftheWhole7August2014AGENDAOPEN.pdf</p> <p>The ERCOW Committee considered the proposed Parking Plan, and the meeting minutes state: "The Committee considered a report seeking its recommendation that the Council endorse the Christchurch Central Parking Plan. It was decided to refer the report to the Environmental Committee meeting of 26 August 2014, with a view to setting up a public workshop to discuss the plan with key stakeholders, with the outcomes of these discussions to be reported back to the Council, before the Christchurch Central Parking Plan is endorsed." A workshop was held on 9 September, there was a good response from the 75 participants. Staff are now responding to comments from the workshop and finalising the plan.</p> <p>The draft Parking Plan, even in its draft form, is intended to provide the key source of information for the Council, Crown and the development and business communities alike in gaining a shared understanding of ongoing parking needs and supply across the central city as it recovers. This information also enables the private sector to make informed decisions about their own parking provision and opportunities to be involved in the provision of private and public parking facilities. The Parking Plan is a non-statutory, live document with a supporting parking model.</p> <p>The draft Parking Plan forecasts the current and likely future (to 2041) parking demand and supply for the central city. This is based on the Urban Development Strategy projected land use scenario which shows the expected increase in the number of people living, working and visiting the central city. The data is used to estimate parking demand and supply for a range of activity types. The draft Parking Plan identifies the likely locations and quantity of parking facilities needed to support key destination areas and the central city as a whole. The recommended priority for the Council is to focus on the delivery of short stay (visitor) parking rather than long stay (commuter), through the rebuild of its own parking buildings and by working with the private sector.</p>
Comment #	Retail access	Submitter #	Project team response
33	<p>With the retail precinct starting to find it's feet & construction getting underway, it is important to allow Hereford Street & Lichfield Street to become uncluttered access to this Precinct. Two way access from Manchester Street to Durham Street is part of this uncluttered access as a good deal of the parking servicing the retail precinct will be located here. Speedy & efficient access to and from the Bus Interchange is also critical to it's success</p>	2	<p>Hereford Street is outside the scope for this project, but changes will be consulted on in the future as the An Accessible City Programme is delivered . Access to the Retail Precinct and future car park buildings is provided for by converting Lichfield Street to a two way street from Durham Street through to Manchester Street.</p>
Comment #	Pedestrian	Submitter #	Project team response
34	<p>In the interests of pedestrian safety I suggest the use of pedestrian barriers in places on Lichfield Street, and Tuam Street. Install barriers on the footpath (metal or metal and wood combination, perhaps with a botanical or 'Kiwi' theme) to prevent jaywalking at the northern Bus Interchange access. Two would suffice: one directly opposite the access point on the northern footpath, and one on the western side of the access on the southern footpath (following the curved kerb round to the eastern end of the coach park)</p> <ul style="list-style-type: none"> Install a barrier in same style as the ones above, at the western end of the intercity and regional coach park, to prevent jaywalking into the path of departing coaches (the eastern end would be covered by the one I suggest for the western side of the Bus Interchange access, i.e. it would extend along the footpath edge to the eastern end of the coach park) Consider how pedestrians will safely navigate through the vehicles queuing to park in the new Crossing Car Park building and the rebuilt Lichfield Street car park building. Jaywalking between queuing cars is not a pleasant, safe or ideal pedestrian experience. What can be done to ensure pedestrians are well catered for in this respect? 	28	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan. It is not proposed to install pedestrian guard railing as part of the scheme design. There are signal controlled crossings in proximity of the Interchange and the precincts with a barns dance proposed at the Lichfield/Colombo intersection. In relation to the car park entrances the detail of this will be worked through in detailed design as more detail of the car park design is known.</p>
35	<p>The introduction of the Colombo /Lichfield Barnes Dance pedestrian crossing is a good feature and which will increase the pedestrian convenience in this central location.</p>	29	<p>Thank you for your submission, your support has been noted.</p>
36	<p>There is a pedestrian crossing on Lichfield Street that broadly ties in with the lane through The Crossing. Details of the Bus Interchange are shaded out, however it is considered that the pedestrian crossing and associated kerb build-outs should be aligned centrally with the laneway if this also suits the Bus Interchange. We request that this alignment will occur. The traffic signals at the Lichfield St / Colombo St crossing intersection as to who has priority – pedestrians or vehicles</p>	46	<p>The kerb cut-down and tactiles have been amended so the crossing aligns with the doorways at the Interchange. The Colombo/Lichfield Intersection will be controlled by traffic signals with an exclusive pedestrian phase (Barnes Dance).</p>

37	Lichfield Street from Durham Street to Manchester Street Generally traffic light phases allow car drivers and people on cycles to change direction during one phase. Barnes Dances do this for pedestrians and is a great way to get some margin of mode equality. Therefore LSC/O supports the installation of a 'Barnes Dance' crossing at Colombo and Lichfield Street. We would like to see more of these around the city as they represent a true commitment to making an area more pedestrian friendly. The need to make 2 separate crossings holds up the flow of the pedestrian journey.	53	Thank you for your submission, your support has been noted.
38	What is the kerbing details for accessibility from the mobility parks on Lichfield Street. What is the profile of the setback to building line? Design for continuous accessible path of travel (CCPT) ? And crossing positions ? What are the details of "accessible design" along the frontage of the new Bus Interchange? (Page 11 7th bullet point of AAC Booklet). Lichfield/Colombo Street intersection, The width of turning 'larger' vehicles has been allowed for so this radii could be changed to allow better pedestrian crossing layout. Lichfield Street entrance to the bus interchange - Alignment - why this detail? Why not a straight alignment from the continuous accessible path of travel? What is the detail of the design? Kerbing to direct cut down? If not, pedestrians who are blind, deafblind or have low vision will cross adjacent to the building line. More details on an accessible pedestrian routes past the anchor projects is requested. These designs have been approved, building started so how is the acceccible route being installed? Access lanes to retail - what are the design guidelines for these? i,e clear continuous accessible path of travel through street furniture in central space to allow full access, no signage? Lighting (unreadable) in all condition and night? (CPTED).	54	The design team have met with the submitter to finalise arrangements around the Bus Interchange. The kerb cut down and tactiles have been amended so the crossing aligns with the doorways at the interchange on Lichfield Street.
39	The CHDB supports the installation of a 'Barnes Dance' crossing at Colombo and Lichfield Street. This will make it easier for pedestrians to cross the road and reach the bus exchange.	55	Thank you for your submission, your support has been noted.
40	Would recommend that each intersection has longer crossing times that are visible to pedestrians so you know how long you have to cross the road (as in the US) Please apply this feedback to the other areas of the consultation document as well Please feel free to contact me to discuss further	58	The use of countdown timers are being investigated through detailed design for the Barnes Dance at Colombo/Lichfield intersection.
41	Barnes Dances Intersections. The safest option for pedestrians and cyclists at intersections throughout the central city (not just for these three projects) is not barnes dances but Simultaneous Green Intersections. Everything you want to know about them can be found here... http://www.aviewfromthecyclepath.com/search/label/simultaneous%20green	62	A pedestrian Barnes Dance arrangement at Colombo/Lichfield intersection is to be implemented. The design team feel this is the best option at this stage as pedestrians are familiar with how they work.
42	We agree that the Lichfield and Colombo Street corner should have a 'Barnes Dance' style crossing.	64	Thank you for your submission, your support has been noted.
Comment #	Slow Core	Submitter #	Project team response
43	Reducing the speed on this two way street is important to reinforce this is no longer a "main route" through the city center.	19	Thank you for your submission, your support has been noted.
44	Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route	24	Thank you for your submission, your support has been noted.
45	I support the 30km/hr speed limit	27	Thank you for your submission, your support has been noted.
46	The AA accepts the principle of including Lichfield St within the retail core as a two way 30 Kph street and using it for access to the adjacent anchor projects and some of their (off street short term) parking. The needs for adequate access to the Bus Interchange is also accepted as being appropriate.	29	Thank you for your submission, your support has been noted.
47	The inclusion of Lichfield Street within the 30km/h slow speed core is supported. The reduced speed limit will not present any operational difficulties for vehicles arriving and departing the Precinct, but will however provide benefits for those walking and cycling to and from.	32	Thank you for your submission, your support has been noted.
48	Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route and make the core CBD more pedestrian and cycle friendly.	37	Thank you for your submission, your support has been noted.
49	Lower speed at 30km/hr in core. The CCBA supports this change as it will discourage people using the CBD as a through route and make the core CBD more pedestrian and cycle friendly.	48	Thank you for your submission, your support has been noted.
50	The 30km/h speed restriction in this area I think will be particularly important in respect to the exclusion of designated cycle lanes. I hope that traffic calming devices will also be implemented effectively in this space.	49	Thank you for your submission, your support and comments have been noted.
51	We also support giving pedestrians and buses priority between the Bus Interchange access and Manchester Street, and the 30 km/h slow speed for Lichfield Street.	53	Thank you for your submission, your support has been noted.
52	The CDHB supports the 30 km/h slow speed for Lichfield Street.	55	Thank you for your submission, your support has been noted.
53	We agree that this portion of Lichfield Street should have a 30 km/hr speed limit, along with the rest of the Core.	64	Thank you for your submission, your support has been noted.

Comment #	Turns into Colombo	Submitter #	Project team response
54	I like the fact that vehicles will NOT be able to turn north into Colombo St from Lichfield, again re-enforcing the concept of a pedestrian priority zone.	13	Thank you for your submission, your support has been noted.
55	<p>Lichfield to Colombo Street left and right turns. I strongly object to the removal of the left turn from Lichfield into Colombo Street going north. Without allowing cars going east along Lichfield Street to turn left into Colombo Street access to the central part of the Retail Precinct will be seriously restricted.</p> <p>I propose building a car park on The Terrace Precinct along Hereford Street as per my approved ODP. People finding the council Lichfield Street car park full will want to be able to go to The Terrace Car Park by the shortest route. The way it is proposed it would increase the travel distance by unnecessarily requiring the traffic to travel up Lichfield Street to Manchester Street then return down Hereford Street. This is an extra 400-500 metres of unnecessary city travel. Also taxis and deliveries from Riccarton to the City Mall would also have to circle the route.</p>	24	<p>It is acknowledged that drivers who do not find an available on-street car park on Lichfield Street will need to use Manchester Street to then access the section of Colombo Street between Lichfield Street and Hereford Street. However as explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets which is essential to allow on-street parking. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles.</p> <p>Traffic modelling indicates that allowing the turns would result in 7-8,000 vehicles per day using Colombo Street in 2031 which is an increase of 3,000 over the current projected volume. As a result of the consultation feedback, it is proposed that the left turn into Colomobo from Lichfeild Street be allowed in the interim as the current volumes are low.</p>
56	Colombo Street always had a left turn from Lichfield Street north and from Hereford Street you could turn north and south onto Colombo Street. You could even go around the square travelling north along Colombo Street. Clearly your aim is to make sure the accessible City is not accessible to vehicles.	36	
57	<p>Lichfield to Colombo Street left and right turns. I strongly object to the removal of the left turn from Lichfield into Colombo Street going north when traveling east along Lichfield Street Without allowing cars going east along Lichfield Street to turn left into Colombo Street access to the central part of the Retail Precinct will be seriously restricted.</p>	37	<p>It is acknowledged that drivers who do not find an available on-street car park on Lichfield Street will need to use Manchester Street to then access the section of Colombo Street between Lichfield Street and Hereford Street. However as explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets which is essential to allow on-street parking. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles.</p> <p>Traffic modelling indicates that allowing the turns would result in 7-8,000 vehicles per day using Colombo Street in 2031 which is an increase of 3,000 over the current projected volume. As a result of the consultation feedback, it is proposed that the left turn into Colomobo from Lichfeild Street be allowed in the interim as the current volumes are low.</p>
58	<p>Lichfield to Colombo Street left and right turns. The CCBA strongly objects to the removal of the left turn from Lichfield into Colombo Street going north when traveling east along Lichfield Street. Without allowing cars going east along Lichfield Street to turn left into Colombo Street, access to the central part of the Retail Precinct will be seriously restricted.</p> <p>People finding the council Lichfield Street car park full will want to be able to go to other carparks by the shortest route. The way proposed in the consultation documents would increase the travel distance by unnecessarily requiring the traffic to travel up Lichfield Street to Manchester Street, along Manchester Street two blocks then return down Hereford Street to access the Triangle Centre and the north side of City Mall. This is an extra 400-500 metres of unnecessary city travel. Also, taxis and deliveries from Riccarton to the City Mall would have to circle this route.</p> <p>The CCBA notes that traffic projections on which these changes are based are made on a theoretical need in 2031. They should not be imposed upon a city that is still in a very difficult stage with its own road and rebuild construction making road access difficult. This could be looked at again in a 10-20 year timeframe if need be. At the least, there should be a transitional period of five years before any turning restrictions for Lichfield Street onto Colombo Street are considered.</p>	48	<p>It is acknowledged that drivers who do not find an available on-street car park on Lichfield Street will need to use Manchester Street to then access the section of Colombo Street between Lichfield Street and Hereford Street. However as explained in the consultation material restricting the Lichfield Street traffic from turning north towards Hereford Street this movement, as was the case pre-earthquake, maintains manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets which is essential to allow on-street parking. If the turn is allowable the traffic volume will increase to a level where cyclists will need a separated cycle facility and this requires the removal of on-street parking. This is important as it supports an attractive mixed use street for pedestrians, cyclists and access vehicles.</p> <p>Traffic modelling indicates that allowing the turns would result in 7-8,000 vehicles per day using Colombo Street in 2031 which is an increase of 3,000 over the current projected volume. As a result of the consultation feedback, it is proposed that the left turn into Colomobo from Lichfeild Street be allowed in the interim as the current volumes are low.</p>

59	We don't agree that traffic should be prevented from turning north from Lichfield Street into Colombo Street. This measure will discourage people in vehicles from accessing businesses in Colombo Street north of Lichfield, and in Hereford Street. It will require people to drive in a large loop in order to travel a short distance, which is wasteful.	64	
Comment #	Two way conversion	Submitter #	Project team response
60	I support the two-waying of Lichfield St	27	Thank you for your submission, your support has been noted.
61	The Ministry of Justice supports with amendments the proposed changes to Lichfield Street. The conversion of Lichfield Street from one-way to two-way operation is supported, and will provide access benefits in terms of the ability to better service the Precinct.	32	Thank you for your submission, your support has been noted.
62	I'm pretty disappointed that you are asking yet again if we want Lichfield Street to be a 2 way street and Tuam Street to be converted to a one way street. We have already answered this question 2 times before and both times it was a resounding NO, we don't want them changed. If Lichfield street is two way from Durham to Manchester, is it then going to be one-way through to Fitzgerald Ave? Thus we would then have 2 one-way roads to the east of the city and only one into the City, that doesn't make sense. Because usually if you go into a city you will also want to come back out, thus you'll have no problem getting out, but it will be much more difficult to get into the accessible city.	36	Tuam Street is the one way route from the west while St Asaph Street will be the one way route from the east. Another main distributor street from Fitzgerald Avenue is Kilmore Street. Gloucester Street and Hereford Street are local distributors.
63	Happy about the two way conversion for car traffic and majority of the design intent.	51	Thank you for your submission, your support has been noted.
64	There is no mention what happens with Lichfield St between Manchester and Fitzgerald Ave, will this remain one way? How will the two way traffic integrate into one way? In this case east bound traffic will need to traverse down Manchester St in order to get to Fitzgerald – this doesn't make sense. People will struggle with a part one way and two way concept. Force feeding East bound traffic on Lichfield St onto Manchester St will increase the congestion problem and make it virtually impossible to turn right onto Manchester. The concern here is that this is proposal is blind on the balance of Lichfield St (to Fitzgerald Ave) implication on the effectiveness of the whole of Lichfield St as a direct feeder and main access to Fitzgerald Ave. The full picture is necessary.	61	The section from Manchester Street to Madras Street will become two-way street also so that vehicles can access Madras Street, which is a main distributor street. Lichfield Street between Madras and Barbadoes will become part of the new stadium site.
Comment #	Bus movements	Submitter #	Project team response
65	1- The bus stops on Lichfield st needs to be separated from the nearest traffic and or cycle lane by using raised buttons or similar to let cyclists or cars know when they are encroaching on the bus stop. The bus stops needs to have this additional seperation due to the right side opening locker doors which offer an extreme hazard to cyclists as the profile of an open door is very small and has the potential to kill. Also the driver or courier who may be loading or unloading baggage from such lockers is seriously at risk from motorists and / or cyclists.	21	The marked bus stops on the road in this location are 3 meters wide to help with right side loading.
66	2- The taxi stand on Lichfield St near Colombo St needs to reduce in size and provide one park for private motorists to either drop off or pick up passengers. Example of passengers who need to be dropped off near to the inter-regional buses are elderly pax using mobility walking frames, vision impaired, parents dropping off or collecting minors (under 14 years of age) or any other person who needs a carer to ensure their safe well-being. The car park proposed opposite the bus interchange is not safe for passengers with mobility issues to cross the road to the bus stop. 3- That seating is provided on the foot path adjacent to the Inter-regional bus stop. People with walking disability needs to have seating close to the bus stop. while they may wait in the terminal prior to boarding, as the time near to departure, need to be able to sit close to the bus stop.	21	The taxi stand on Lichfield Street cannot be reduced in size as this will operate as a bus stop between 6am and 8am to help with intercity coach demands. Seating is being considered as part of detailed design of the street for waiting passengers. There is drop off parking in Colombo Street north of Lichfield and in Lichfield Street, west of Colombo Street.
67	4- That directories be displayed showing where inter-regional coaches will depart including their final destinations, eg Dunedin, Queenstown, Invercargill, Picton, Greymouth etc. This would assist visitors to the city and save a lot of time of a lot of people explaining where to go to catch appropriate buses. 5- That street furniture made of solid objects and higher than 150mm be banned for the construction of kerbs. An example of this poor design can be found in Riccarton Rd at the bus stop prior to Matipo St. The concrete obstruction prevent buses from moving close to the kerb because of the potential to cause significant damage to buses. 6- That any speed control humps be designed in a manner which do not have steep ramps on or off. Reason for comment is I have known of bus passengers to receive serious injury particularly to rear seat passengers who can become air-born and suffer serious when landing again, at times on to bare steel seat frames after seat cushions also become air-born. Even at slow speeds this situation has been known to occur in New Zealand.	21	Displays may be provided within the Interchange and externally, this is currently being discussed with the Interchange team. The location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan.

68	<p>7- That bicycles are not permitted to be ridden on the footpaths adjacent to the Inter- regional bus stops and that signage is installed. It is illegal when it is not a share cycle / pedestrian way. It is of concern with the increased number of cyclists in Christchurch and so many of them riding on foot paths even at time of high pedestrian density. This is a very dangerous act particularly when unloading passengers and baggage. Passengers who have mobility issues need to be assured of a safe environment. 8- That the term 'Inter-Regional' be used to describe buses and coaches which leave or arrive from other towns and regions outside of the city of Christchurch.(for bus stops on Lichfield St and Tuam st) The term 'Inter-City' has been used at times, however the South Island has only four cities so is irrelevant. Coaches travel to and from many more regions than just cities and also the term 'Inter-City' and 'inter city'has been subject to court action (subject to appeal) proving the term 'Inter-City' to be a registered trade name and is ambiguous by nature.</p>	21	<p>Cycles are not permitted to ride on the footpath unless designated as a shared path. The comment around terminology is noted.</p>
69	<p>The bus exchange should be designed to include all bus services. Intercity + Regional should have an allocated parking bay - there are 16 of them with only limited routes using the exchange these could easily be accommodated. Build it once, Build it right.</p>	54	<p>Inside the bus interchange will accommodate city buses only as it is not designed to accommodate external loading of bags. Inter Regional buses and coaches have allocated bays on Lichfield Street. To assist with demand two further bus stops are provided on Lichfield Street to the east of Manchester Street.</p>
70	<p>I assume buses will not be permitted to turn left when exiting the bus exchange as the curbing layout would make this physically impossible to dangerous. But this is unclear.</p>	61	<p>Buses turn left into the Interchange and right out of the Interchange. They are not to use Lichfield Street between the Interchange and Colombo Street, as there are no scheduled services in that direction.</p>
<p>Comment #</p>	<p>Other comments</p>	<p>Submitter #</p>	<p>Project team response</p>
71	<p>Fully support suggested pedestrian and cycle facilitation. Suggest green spaces and street furniture where possible.</p>	10	<p>Thank you for your submission and suggestions. The location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan.</p>
72	<p>The proposed new layout may take some time to bed in but it does seem a logical flow given the development of a new bus exchange and the Justice & Emergency precinct. I also like the variation in width & street design as this may well help to reduce traffic speed so enhancing the concept of a slow core. On the other hand, with there being inter-city buses & taxi stands it may make for a very busy streetscape - care will be needed when designing the detail.</p>	13	<p>Thank you for your submission and your comment is noted. The majority of inter regional coaches depart before the network peak hours, and are less frequent through the day.</p>
73	<p>I am interested to further understand what impact the proposed 2-way-ing or a section of Durham St between Tuam and Lichfield could have on St Michael's school; they will still have access via a quieter Oxford Tce but the access via Tuam may be compromised.</p>	13	<p>The changes to Durham Street are expected to be consulted on early in 2015. Further information will be provided by the team at this time.</p>
74	<p>Quite like the plan for Linden or lime trees to line the route ... very Berlin!</p>	13	<p>Thank you for your submission and support shown towards this project.</p>
75	<p>Thank you for the opportunity to comment on the second consultation for An Accessible City transport projects. Our staff are working collaboratively with CERA and the Christchurch City Council on the detailed designs for An Accessible City and we appreciate this input. This submission was endorsed by Commissioners on Thursday 2 October 2014. Overall, we are in general support of the proposals which have been developed to date and strongly support the vision of An Accessible City to encourage more people to walk, cycle, and travel on public transport as our city rebuilds. The delivery of these first phase projects is essential to ensure the public transport services can access the new Bus Interchange and to support the reliability and growth of the network.</p>	15	<p>Thank you for your submission. Council and CERA will continue to work with Ecan through the design phases and implementation of the projects.</p>
76	<p>This will be a big improvement and help us to get around the city without too many detours. Thankyou</p>	18	<p>Thank you for your submission and support shown towards this project.</p>
77	<p>Free left and right turns within the frame. In principal all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr cars in the core are there for CBD access and no longer as a through route. This traffic plan is based on a theatrical need for 2031 and should not be imposed upon a city that has its own road and rebuild construction making road access difficult. This could be looked at in 10-20 year time again if need be.</p>	24	<p>The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling, and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.</p>
78	<p>The critical issue raised by Orion is that some aspects of the roading proposals will inhibit (or in some cases prohibit) access to these utilities. From the information available these restrictions appear to be primarily in the form of kerb and channel and/or landscaping proposals. It is essential that there are no access restrictions to lifeline utilities such as those associated with electricity distribution and supply. Within this context Orion wishes to establish ongoing dialogue with the Council through the detail design phase to ensure appropriate access arrangements can be provided. It is anticipated that similar issues may arise as future Accessible City transportation projects are rolled out. Accordingly, it is requested that the Council actively engage with Orion during the concept development phase of such proposals.</p>	25	<p>The CCC will actively engage with Orion during the design phase to ensure that Orion's requirements are considered and catered for.</p>
79	<p>In terms of aesthetic amenity, continuity of the patterned surface arrangement is best, therefore: • Use the same patterned surface arrangement on the Lichfield Street footpaths between Durham Street and Manchester Street, as used on Colombo Street between Hereford Street and St Asaph Street (I suggested light and dark stripes ala King's Cross forecourt earlier, in this case on Lichfield Street the stripes would run north-south across the footpath)</p>	28	<p>The consultation plans aim to communicate the design concept for the community to submit on, it is difficult to show all the detail on these plans. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan.</p>

80	<p>For many the coach park outside the Bus Interchange will be their first step in or last step out of Christchurch. Let's make it a good one! For the benefit of intercity and regional coach users:</p> <ul style="list-style-type: none"> • Install a roof over the footpath at the coach park to shelter users from rain and snow. This would extend the width of the footpath from the edge of the Bus Interchange structure to near the kerb. This roof would run the length of the coach park between the two proposed new trees • Intercity and regional coach users often include international visitors and providing shelter for them, as well as all other users, would create a very positive impression. While I understand there will be shelter within the Bus Interchange itself there is still a lot of time required on the footpath waiting while luggage is loaded, passenger lists are checked, etc. There will also be those who just prefer to wait outside rather than inside. • The roof should be made of a transparent material to allow daylight through, and include white lighting for ease of visibility for morning and evening users • Consult with the architects of the Bus Interchange so the roof is of a compatible style • Ensure there is a seamless join between the interchange structure and the roof to avoid rain-drip • Provide a wayfinding board at the coach park to assist new arrivals get their bearings. The board would be in the same style as others used across the city centre (perhaps it could be incorporated into the structure supporting the roof I suggest above, to reduce footpath clutter) • See also my lighting suggestions below 	80	<p>The consultation plans aim to communicate the design concept, it is difficult to show all the detail on these plans. The detail of the paving, street furniture and landscaping is currently being developed as part of the detailed design and any suggestions received from submitters will be considered by the design team. The interchange will have a veranda canopy along Lichfield Street which will provide some weather protection.</p>
81	<p>The Ministry of Justice supports with amendments the proposed changes to Lichfield Street. The provision made for the vehicle crossing serving the internal laneway within the Precinct is supported, noting that it was always intended that this crossing would be designed to encourage a shared surface for vehicles and pedestrians rather than being designed as a 'traditional' access arrangement. However the locations of the "garden areas" shown on the plans may make it difficult for vehicles to enter and exit, especially larger vehicles turning left out of the laneway. The Ministry requests that the detailed design of this section of Lichfield Street takes into account the swept paths of vehicles using the laneway.</p>	81	<p>Further vehicle tracking assessments will be undertaken and garden extents amended if required.</p>
82	<p>The ultimate use of the section of land between the Precinct car storage building and Colombo Street is not yet settled, and there are a number of potential development scenarios. In most cases it is likely that providing rear servicing will result in improved urban design outcomes on the Colombo Street frontage.</p> <p>At present, the combination of landscaping and parking appear to preclude any access from being formed on Lichfield Street. Including an access has a number of advantages, including providing certainty for all parties and also avoiding the need for future road works on Lichfield Street to form the access. It would be consistent with the approach taken for Tuam Street where a similar access is shown. A potential access location is to the immediate east of the car storage building (reflecting what is proposed on Tuam Street, where an access is shown 45m east of the internal Precinct laneway). This would mean some changes to a build-out and landscaping on Lichfield Street, but these would be minor in nature and are unlikely to result in any additional costs if 'designed-in' from the outset. Consequently, the Ministry requests that the plans are revised to include an additional access to serve future development on the land to the east of the Precinct. As the layout options for this area of land are still being developed, the Ministry requests that there is further liaison regarding the access location during the detailed design of Lichfield Street.</p>	82	<p>The plans will be checked. A lane at this point was anticipated for rear access to the block.</p>
83	<p>Thank you for the opportunity to provide feedback on the proposed Accessible City transport projects for Lichfield Street and Tuam Street. This response is made on behalf of the Ministry of Justice as lead agency for the development of the Christchurch Justice and Emergency Services Precinct ("the Precinct"), and supplements two letters dated 6 October 2014 also lodged by the Ministry as part of the consultation process.</p> <p>The Precinct will house the New Zealand Police, New Zealand Fire Service, St John, and Civil Defence agencies in Canterbury, replacing various single agency sites around greater Christchurch. Emergency services agencies occupying the Precinct have asked the Ministry to respond on their behalf to reiterate their request that new transport proposals consider and accommodate the needs of emergency service vehicles. It is important in their view that parking features and other traffic calming methods, such as those proposed to enforce the 30km speed limit, do not unduly restrict access for emergency service vehicles along road networks. We understand the Fire Service has p willing to elaborate on any matters which need further clarification.</p>	83	<p>There are no vertical traffic calming features proposed on Lichfield Street or Tuam Street in the vicinity of the Justice and Emergency Precinct. On-street parking provisions have been worked through with the Project Manager and Traffic Advisor for the precinct & several changes made to accommodate short term parking needs.</p>

84	<p>Hi, as a citizen of Christchurch, i.e. someone who actually lives and works in the city and pays rates, I'm pretty disappointed that you are asking yet again if we want Lichfield Street to be a 2 way street and Tuam Street to be converted to a one way street. We have already answered this question 2 times before and both times it was a resounding NO, we don't want them changed. The earthquake has not changed that, only the council has decided to change it. I live here and work here and I'm wondering what you mean by an accessible city, to whom are you meaning it will be accessible? as you certainly don't appear to want anyone who actually drives a car to get into the city. It seems that you think the only people who should be in the city are cyclists and pedestrians, well hello that's not the case at all. This is a city not a tourist town and all the plans seem to be turning Christchurch into a tourist town not a functioning City. All your overseas traffic engineers live in City's that have been built for hundreds of years and millions of people and thus have serious design issues, please think about that before you ruin our nice city. The idea of living in the City Centre in an apartment is fine for them, but most people don't want that, they have chosen a lifestyle that means they can actually have some space around them and thus they will be travelling by car into the city, and not by bike or bus or foot.</p>	36	
85	<p>Have you learnt nothing from Wellingtons experiment with having cars, bikes, and pedestrians in the same area, it doesn't work. There will be accidents as pedestrians won't be looking out for vehicles and it's not fair to put all the onus onto the motorist, both pedestrians and cyclist have a duty of care but yet again you will blame the motorist if a pedestrian walks out in front of them and gets hit. Just because there was an earthquake does not mean we have to completely change everything, maybe that's what the planners and blue sky people want, but realists don't and it's the realist that make up the majority of people in Christchurch and will be paying for the changes. Given that the council actually now has no money because they and the government have completely messed it up by building totally unnecessary sports facilities, green zones and waterway parks and now major road changes. Everything didn't need to change, just the basics needed some fine tuning. The city took over 100 years to develop but we have this insane idea it should be rebuilt in 5 or six years, why? It will take many years. The city needs to save serious amounts of money so why change everything, these roading projects are just a frivolous waste of rate payer money, just so some planners can have a blue sky free for all redesign of the city.</p>	36	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. The future central city will be a place that welcomes people no matter how they travel. Accessible City recognises that people will continue to drive cars as well, but too many vehicles during the peak periods will lead to congestion. Cars will still form the major form of travel to and from the city - it's about striking a new balance between various modes of travel and the choices we make as a community and individuals. Accessible City aims to triple both bus patronage and number of cyclists travelling to the central city as well as significant growth in the number of people who choose to walk to and around the central city. An Accessible City was produced following consultation in 2012 and 2013 and includes feedback that was sought through the 'Share an Idea' campaign.</p>
86	<p>If we really were serious about saving money we wouldn't even be thinking about these changes. And if we did we would cut them back to just basics, or lets actually fix what broken, that would be novel. For example why remove cars form Oxford terrace? It is a hugely busy stretch of road. It is the simplest route into the city from the southwest of the city which is one of the fastest growing areas in the city boundary. That area also takes traffic from Lincoln and Prebbleton also extremely fast growing areas. Please don't try and convince me this is the councils plan for an accessible city as we all know that what was developed by the council was rejected by the government and they brought in their own planners and redesigned what the citizens wanted, to what suited them. They brought in overseas planner who don't understand the way we live in New Zealand. We like having some space and grass around our houses. They live in large cities of millions of people not thousands and what might suit them is not what is wanted here in a small city. I guess you are just trying to implement the hidden agenda, which is a green agenda, i.e. let's get those hideous cars out of the city, and yes that's exactly what you'll do, they'll go straight to the malls and suburban commercial areas. And then anyone foolish enough to move back into the city will then have their hand out to the council for money because no one is coming to their business anymore.</p>	36	
87	<p>I'm tired of hearing the earthquake meant we had a chance to redesign and rebuild, we didn't, we just had the chance to rebuild new buildings that would be our future heritage. However we seemed to have failed that as well and every building looks the same, a square class box that looks something like a shipping container, well done to the architects, we now have permanent containers. We had enough issues to fix the broken infrastructure and damaged housing stock, but instead we've blown the money on unnecessary fancy indoor sports stadiums, full scale street redesigns and an eastern green zone on the edge of the CBD which meant buying up buildings that survived the earthquake and then knocking them down, how silly is that. All we should have done is taken the opportunity to put a few more green spaces into the square and where one or two buildings came down. Sort out a couple of problem intersections, by putting in a green turning arrow for right traffic, but not a complete redesign that is just an irresponsible waste of money which should have been spent on fixing roads and broken infrastructure, not blue sky feel good redesigns.</p>	36	
88	<p>This piecemeal approach to consultation on vital infrastructure is disempowering to the public and facilitates poor outcomes and public dissatisfaction. Rolling out the rebuild in this way is clearly favouring business as usual, not the vision found in consultation or modern transport planning. Spokes encourages CCC to meet with us and other stakeholders to consider plans more comprehensively to achieve better outcomes. At the very least links to related projects and relevant background material need to be provided. Quoting from the consultation document "The Council cannot make decisions on annual plans and long term plans under the Local Government Act that are inconsistent with the Recovery Plan and its gazetted An Accessible City transport chapter." The quakes have brought us central government dictating the development of the central city and rendered public consultation a sham. Please do your best to honour the Share an Idea outcomes and implement the goals of the CTP. Thank you and good luck. Please refer to the attached Spokes submission to the CCDU Accessible City Transport chapter which made clear the gross failings of that plan and offered real alternatives.</p>	43	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which opens in the second quarter of 2015, mean that approach is not practical.</p>

89	<p>2. Context</p> <p>2.1. (Name supplied) has a variety of land holdings within the Central City. Notably for this round of consultation, they are involved in developing retail and associated car parking at 71 Lichfield Street and 166 Cashel Street - more commonly known as The Crossing.</p> <p>2.2. Fundamentally, (Name supplied) support the provision of an efficient integrated transport network within the City Centre. Noting this, (Name supplied) is concerned that the information provided in AAC Consultation 2 sets out what the road network will look like, but not how it will operate. Additional information is required to understand the effects of the proposed road network changes in order to have confidence that efficient traffic operation will be provided in the re-developed Central City.</p> <p>2.3. Importantly, (Name supplied) considers that the consultation being undertaken with respect to AAC Consultation 2 fails to meet the requirements of the Local Government Act 2004 with respect to consultation on road changes. It is the view of (Name supplied) that the failure to provide detailed information about the balance of the road network in the Central City (or at least the Core) renders the consultation exercise almost meaningless. Accordingly although (Name supplied) generally supports the transport improvements proposed in AAC Consultation 2 it does so on a qualified basis.</p>	45	
90	<p>3. Comments</p> <p>3.1. (Name supplied) generally supports the transport improvements proposed in AAC Consultation 2 on the proviso that the road network will continue to operate efficiently. Whilst it is agreed that passenger transport, walking and cycling have an important role in providing access to and within the Central City, access by private motor vehicle is likely to remain the dominant transport mode of travel within the City and the provision for alternative modes should not be promoted to the significant detriment of private car travel.</p> <p>3.2. In this regard it is specifically noted that Lichfield Street (which will provide direct vehicle access to The Crossing car parking building) is identified as a local distributor road in AAC. These roads are also specifically identified in the same document as the preferred access routes to parking precincts. (Name supplied) therefore seek some assurance that any planned upgrades to the road network achieve this vision.</p> <p>3.3. The consultation material provided sets out the details of how the streets will look, however it does not indicate how well the road network is predicted to operate. Therefore, (Name supplied) are seeking confirmation from the Council that the proposed road network will operate satisfactorily with the proposed changes in place. To understand that, information is also required regarding the layout of the Central City road network as a whole. This will assist in understanding whether the various turning restrictions proposed are acceptable or whether they will result in undue inconvenience for drivers within the City – particularly those wanting to access the public car parking facility at The Crossing.</p>	45	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which opens in the second quarter of 2015, mean that approach is not practical.</p>
19	<p>3.4. It is understood that traffic modelling has been undertaken of the City Centre to confirm that the broad concept of the proposed transport network will have an acceptable operation. As such, it is requested that concept cross-sections and intersection arrangements that the traffic model is based on are provided to give an indication as to how the specific proposals in AAC Consultation 2 tie-in with what is envisaged for the wider transport network. In addition, a summary of the traffic operation as predicted by the modelling should also be provided to confirm that the road network will operate satisfactorily within the developed Central City.</p> <p>3.5. The information requested needs to be at a finer grain than provided in the initial An Accessible City Strategy, which is at too high a level to infer proposed cross-section and intersection turning restrictions. The aim of receiving the additional information is to avoid a scenario in which (Name supplied) are being required to assume the layout of the wider road network whilst considering specific proposals in on-going piecemeal consultation.</p> <p>3.6. Only with a good understanding of the envisaged Central City road network and confirmation that the traffic routes will operate efficiently can meaningful comments be made regarding the proposals outlined in AAC Consultation 2 and further transport proposals as they arise.</p> <p>3.7. (Name supplied) particularly notes that the consultation plans are incomplete in relation to the Durham Street South / Lichfield Street intersection. To undertake consultation without knowing the details of this important intersection seems premature. (Name supplied) wish to reserve their rights in making comments regarding the consultation plans until the Durham Street south / Lichfield Street intersection information is provided.</p>	45	<p>A follow up meeting has been held with this submitter to discuss their concerns.</p>

92	<p>3.8. The comment in relation to incomplete consultation plans equally applies to the High Street / Manchester Street intersection and the proposed Manchester St Boulevard where details were not provided in either respect. In particular, (Name supplied) want to know:</p> <ul style="list-style-type: none"> • how access is to be provided from the Manchester / Lichfield St corner into and out of the section of High Street between Cashel Street and the Manchester / Lichfield St corner; and • how the Manchester St Boulevard will affect the Manchester / Lichfield St intersection and traffic flows in the vicinity. <p>3.9. There is not any detail in relation to materials and quality of finishes for the proposals in the AAC Consultation 2. We presume that the Council will consult on these details in due course and we reserve our rights to make submissions in that regard.</p> <p>3.10. Overall there is a lack of information about how vehicles will be able to travel around the City in the future. As an example, the lack of information regarding future turning restrictions means that it is unknown how vehicles exiting Lichfield Street will travel east because there may or may not be turning restrictions proposed that are outside of the area currently being consulted on. The same concern would apply to drivers accessing Lichfield Street. This is one example that indicates the difficulty in consultation on specific changes without being provided the context of the overall changes proposed to the transport network.</p>	45	
93	<p>(Name supplied), supports in part the proposed provisions set out in AAC Consultation 2, subject to the relief sought in its submission below. (Name supplied)' comments concern changes requested to better integrate the proposals at The Crossing with the future road network design and to suggest some better local improvements. (Name supplied) is developing retail and associated car parking at 71 Lichfield Street and 166 Cashel Street - more commonly known as The Crossing. Fundamentally, (Name supplied) support the proposals outlined in AAC Consultation 2, subject to specific alterations to better integrate the proposals with The Crossing.</p> <p>A taxi stand is proposed on the southern side of Lichfield Street on the approach to the left turn lane into Colombo Street. Given the high traffic demand for that left turn from The Crossing, we consider it more appropriate to locate the taxi stand away from the intersection to maximise capacity. A location outside The Crossing on the northern side of Lichfield Street has been suggested as an alternative. This taxi stand could be used as a loading bay for the benefit of various activities on the northern side of Lichfield Street in this location.</p> <p>It is noted that historically the provision taxi stand on Lichfield Street that served Sol Square did not have sufficient capacity to accommodate the taxi demand in the evenings. It is considered that a taxi stand in the location identified on the attached plans would usefully serve the proposed activities at The Crossing, Strangers Lane and in the wider retail precinct. This alternative is not anticipated to inconvenience potential users of the taxi stand.</p> <p>To make a meaningful comment on the Accessible City Plan without knowing the arrangement proposed for the Durham Street / Lichfield Street intersection is premature. How traffic feeds into Lichfield Street is paramount to how the road network operates and a similar comment is applicable to Tuam Street / Durham Street.</p> <p>More information is needed to be able to meaningfully comment on these sub-sections of the Accessible City Plan. Finally, there is not any detail in relation to materials and quality of finishes for the proposals in the AAC Consultation 2. We presume that the Council will consult on these details in due course and we reserve our rights to make submissions in that regard.</p>	46	<p>The taxi stand close to the intersection with Colombo Street is required for the users of the Interchange including mobility impaired users. This will also now be used as bus stop from 6am to 8am to help with demands from the Inter Regional coaches. It can not therefore be used as an extension of the left turn lane. The changes to Durham Street including the intersection with Lichfield Street are expected to be consulted on early in 2015. Further information will be provided by the team at this time. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan.</p>
94	<p>Free left and right turns within the frame.</p> <p>In principle all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr, cars in the core are there for CBD access and no longer using the CBD as a through route.</p> <p>The comments made above regarding the 2031 traffic projections are relevant generally across the city – if free left and right turns within the frame are to be prevented, then at the least there should be a transitional period while the city rebuilds.</p>	48	<p>The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling, and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.</p>
95	<p>I am submitting in support of this proposal. I think that the proposed changes and upgrades which are described will greatly enhance the accessibility and appeal of this street as part of the city core.</p>	49	<p>Thank you for your submission, your support has been noted.</p>
96	<p>The Canterbury BCA branch supports the overall Accessible City vision for a central transport hub connecting urban passenger transport services with inter-regional coach services and taxis. We look forward to the opening a first world transport facility in 2015.</p>	50	<p>Thank you for your submission, your support has been noted.</p>

97	<p>Living Streets Christchurch/Otautahi (LSC/O) supports many elements of An Accessible City, in particular the aim of creating a pedestrian-friendly city core with lower motor vehicle volumes. We do not support a car-dominated central city and therefore support the development of a transport network that facilitates and encourages a wide variety of transport modes, including public transport and active modes. We represent people who, through mobility, visual, or other impairments, are unlikely to cycle or drive a car. Therefore we support all measures that enable navigation of the new Central City on foot. We particularly support the creation of lower speed zones for vehicular transport as this will create a safer environment and enhance street appeal for those walking.</p>	63	<p>Thank you for your submission, your support has been noted.</p>
98	<p>The Canterbury District Health Board (CDHB) welcomes the opportunity to comment on three An Accessible City transport projects: proposed changes to Lichfield Street from Durham Street to Manchester Street, Colombo Street from Hereford Street to St Asaph Street and Tuam Street from Durham Street to Barbados Street</p> <p>The CDHB's role is to promote, protect, enhance and facilitate the health and wellbeing of the people of the Canterbury District. The design of transport infrastructure has a significant impact on how people move about in urban areas. The CDHB supports many elements of An Accessible City, as outlined in our January 2013 submission on the plan. In particular, we strongly support the development of an efficient transport network that facilitates and encourages the use of a wide variety of transport modes, including public transportation and active modes, and the aim of creating a pedestrian-friendly city core with lower motor vehicle volumes and speeds. The CDHB continues to support the vision of An Accessible City to provide improved and well-connected walking, cycling and for those walking and cycling and create a safer environment. Accessibility also relates to enabling people who have mobility, visual, or other impairments to access and effectively navigate the new Central City.</p> <p>The CDHB supports giving pedestrians and buses priority between the Bus Interchange access and Manchester Street.</p>	65	<p>Thank you for your submission, your support has been noted.</p>
99	<p>Durham St to Colombo St</p> <p>The carriage way is reduced creating a vast (unidentified) 'grey' area presumably pedestrian access way, the width of this is unnecessary and ridiculous. There is no room for a bus a car and a cyclist at the same time. Entering onto Lichfield is greatly narrowed allowing for no tolerance and no room for error. This will increase the risks and danger to both cyclists and vehicles. How do you expect a bus to turn in when there are cars and cyclists at this intersection?</p> <p>Trees – it is important that these are not positioned in a place that impedes or obstructs the view of those entering or exiting car parks. The trees located immediately at the Durham St intersection will impede the view of those parked in these first car parks, and will not see the cars 'flying' around the corner. Then there are trees placed by mobility parks, these people already have enough challenges without creating more.</p> <p>Patterned areas – these are now unnecessary 'luxury items' that the rate payers can no longer afford. They add layers of cost and are not priority expenditure for Christchurch. These areas are needless obstructions that increase the risks to cyclists and cars.</p>	66	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010 and their location has been reviewed as part of the safety audit process.</p>
100	<p>Colombo St to Manchester St</p> <p>The bulbous and protruding curbing at the entrance to the bus exchange and opposite the entrance to the Crossing car park, creates impediments, obstructions forces cyclists in to the middle of the lane, who then have to contend with parked (or pulling out) coaches, buses entering and exiting, thus reducing visibility. This creates all round frustration especially for those trying to navigate a straight ahead passage who have to avoid coaches pulling in or out, cyclists navigating around obstructions and obstacles, those seeking to enter and exit out of the Lichfield car park, taxis pulling in and out, buses entering and exiting and pedestrians running the gauntlet. Too much is going on that increases risk to life and property. There is no tolerance on the carriage way that enables avoidance if an incident was to occur. No area to swerve and avoid danger.</p> <p>Paving materials – previous product choices of paving tiles installed, have been very difficult and uncomfortable to walk on. Large knobby and deeply textured finishes are 'ankle breakers' and potentially dangerous for cyclists with narrow tyres. Please consider the risk to walkers and cyclists when selecting the choice of paver or other surface finish used.</p>	69	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan. The build out at the interchange is to facilitate pedestrian movements between the Interchange and the retail precinct & has been safety audited.</p>

101	<p>Choice of plantings – it would be great to see the use of NZ natives such as lancewoods and pohutukawa rather than the English or European exotics.</p> <p>Amendments: Make the carriage way wider, Reduce “Grey Area”, Remove the limiting paved obstructions, Remove curb obstacles – keep the curb linear, Maximise car park spaces, Remove the trees from the carriage way and place them off the road, Install a cycle lane, Entry only into bus exchange, Full disclosure of the plans for the balance of Lichfield St to Fitzgerald Ave, Product choice and suitability, Select NZ native trees</p>	61	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010. The design will provide for passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas.</p>
102	<p>The main issue with the overall design concepts is the compromise of functionality and safety for the sake of beautification. As a city we can no longer afford the items that used to represent our typical standard pre earthquakes, these are now deemed luxury items. With the current state of the financial affairs of this Council these sorts of items should not even make it into a design brief, it is needless spend and not priority.</p> <p>Keep it simple, keep it functional, keep it affordable and don't gold plate it.</p>	61	
103	<p>Pubic safety has to be the paramount concern of any proposals the CCC put to the community. It must override all competing interests. To deliver anything less is to give us something that will be second rate. When Richard Osborne says "trade-off" he means he is compromising the safety of the people who don't drive cars. Shared Space concept is unsafe for the most vulnerable users - people walking and cycling. We have already had a cyclist rammed from behind for getting in the way of a motorist in a Chch central city shared space location, injuring him, traumatising his daughter and wrecking his bike. The myth is debunked in detail here...http://www.aviewfromthecyclepath.com/2014/04/shared-space-revisited-hype-continues.html And is backed up through crash statistics in shared space here... http://www.aviewfromthecyclepath.com/2014/04/where-crashes-are-shared-space-and.html</p>	62	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of ‘sharrow’ marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
104	<p>Ngāi Tūāhuriri Rūnanga hold manawhenua status for the location of the proposed transport projects. As such, they have ancestral and contemporary associations with the area that is the subject of these proposed changes. The natural resources – water (waterways, waipuna (springs), groundwater, wetlands); mahinga kai; indigenous flora and fauna; cultural landscapes and land are taonga to the Rūnanga and they have general concerns for activities adversely affecting these taonga. The relationship of Ngāi Tūāhuriri Rūnanga to these taonga are integral to their cultural identity and they have a kaitiaki responsibility to protect them. The protection of these taonga as being of high cultural significance to Ngāi Tūāhuriri Rūnanga are articulated in the Mahaanui Iwi Management Plan (IMP). While the proposed changes are primarily about transport network changes, there are opportunities to explicitly recognise Ngāi Tūāhuriri Rūnanga values in the proposed changes that have not been included. This exclusion results in perpetuating the invisibility of Ngāi Tūāhuriri Rūnanga in the urban landscape as having a distinct cultural association and identity to the place.</p>	63	

105	<p>It is imperative that there are explicit measures that recognise these cultural associations in the proposed changes which will assist in an improved visibility and sense of the history and identity of in the Ngāi Tūāhuriri Rūnanga in this urban landscape.</p> <p>As articulated in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" (see below), there are concrete measures that can be included. Some of these opportunities will be expanded on in the following sections.</p> <p>1.3 Subdivision and development can provide opportunities to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirm connections between tāngata whenua and place, including but not limited to:</p> <ul style="list-style-type: none"> (i) Protecting and enhancing sites of cultural value, including waterways; (ii) Using traditional Ngāi Tahu names for street and neighborhood names, or name for developments; (iii) Use of indigenous species as street trees, in open space and reserves; (iv) Landscaping design that reflects cultural perspectives, ideas and materials; (v) Inclusion of interpretation materials, communicating the history and significance of places, resources and names to tāngata whenua; and (vi) Use of tāngata whenua inspired and designed artwork and structures. 	8
106	<p>Landscape design and use of indigenous species</p> <p>Ngāi Tūāhuriri Rūnanga oppose the use of exotic species for the proposed tree plantings. The planting of exotic species undermines their relationship with native, indigenous species as they provide mahinga kai and biodiversity values and are a taonga. Christchurch city is a highly, urbanized and modified landscape and the native indigenous species of the area have been seriously depleted. To address this, Ngāi Tūāhuriri Rūnanga promote the restoration of native species for the proposed tree plantings. The protection and restoration of indigenous flora and fauna is identified as a key component in the Mahaanui Iwi Management Plan (IMP) as seen below:</p> <p>Policy TM3.1 To approach the restoration of indigenous biodiversity in the takiwā based on the following principles: (a) Restoration of indigenous biodiversity is about restoring original and natural landscapes, and therefore the mauri of the land; and (b) Restoration of indigenous biodiversity is about restoring the relationship of Ngāi Tahu to important places and resources; including planning for customary use.</p> <p>As such, Ngāi Tūāhuriri Rūnanga require the use of native species for the all the landscaping work, as this would provide an opportunity to restore and enhance the areas with locally sourced native plantings which provide biodiversity and mahinga kai values.</p>	8
107	<p>Protecting and enhancing waterways, groundwater and waipuna</p> <p>Ngāi Tūāhuriri Rūnanga wish to highlight the need for the inclusion of adequate stormwater treatment devices in the designs. This would include low impact design techniques to treat stormwater contaminants such as the use of pervious or semi-pervious surfaces for cycleways, roads and footpaths; rain gardens as part of the general landscaping and tree pits to be established as part of the proposed tree plantings.</p> <p>The issue stormwater is significant to Ngāi Tūāhuriri Rūnanga due to the nature of the potential contaminants in the stormwater such as heavy metals that may enter or leach into the waterways, groundwater and waipuna (springs). Protection of the water quality of these waterways would help towards restoring the cultural health of the waterways and hence its mauri and provide for the relationship of Ngāi Tūāhuriri Rūnanga with water as a significant taonga. The IMP includes the following policies regarding the protection of waterways from stormwater:</p> <p>WM6.8 To continue to oppose the discharge of contaminants to water, and to land where contaminants may enter water.</p> <p>WM6.9 To require that local authorities work to eliminate existing discharges of contaminants to waterways, wetlands and springs in the takiwā, including treated sewage, stormwater and industrial waste, as a matter of priority.</p>	8
108	<p>Urban design</p> <p>As identified in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" above, concrete measure to give visibility to Ngāi Tūāhuriri Rūnanga cultural values in the proposed urban design can include: tangata whenua artwork in the streetscape such as cultural designs in the concrete pathways and cycleways; tangata whenua structures such as pou at sites of significance; and tangata whenua interpretation panels along the cycleways and pathways.</p> <p>2.4 Wahi tapu and sites of significance</p> <p>Wahi tapu and sites of significance to Ngāi Tūāhuriri Rūnanga need to be identified and protected in the proposed changes as a matter of high significance.</p> <p>3. CONSULTATION</p> <p>It is critical to point out that the above opportunities to incorporate Ngāi Tūāhuriri Rūnanga's cultural values in the proposed changes need to involve consultation with Ngāi Tūāhuriri Rūnanga before any measures are undertaken.</p>	8

The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010. The design will provide for passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas.

Council have received a request for inclusion of a Matai around the Bus Interchange and we are looking at potential locations where this could be incorporated into the streetscape. On Lichfield Street, our design takes account of the Aotea Square features.

109	<p>It is very difficult to make any detailed comment unless one knows the intensity of the various forms of traffic which lead into the above streets. No indication of this was provided. The only indication we have is a "Press" article reporting bus movements up to 100/ hr from the Bus Exchange. This would seem to place a heavy load on the "Two-Way" Lichfield St. It is impossible to comment on the proposals for vehicular traffic without knowing what is proposed for adjacent roads. May we make a suggestion: Firstly, develop a safe plan for cycling within the inner city, one that avoids the recent horrendous accidents recently reported and then develop the plans for vehicular traffic around those. While Tuam Street may become safer for cyclists, it is too remote from the CBD. Your planning priorities need rethinking.</p>	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange, mean that approach is not practical.</p> <p>⌘ As part of developing An Accessible City transport modelling was undertaken to ensure the network would work efficiently and according to the function allocated to each street. Modelling takes into account the type and scale of activity anticipated on each street. As the detail of what is proposed on each street comes to light the model is used to check whether the initial assumptions were valid. It is not expected that anything will impact the 'An Accessible City' approach as the initial modelling was subject to sensitivity testing, i.e. testing a range of activity types/scenarios.</p>
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TRIM 14/1082141

Tuam Street Responses to Submissions			
Comment #	Cycle	Submitter #	Project team response
1	Dear CCC, I am a transport planner with over 25 years experience and 20 years of that in Christchurch City. 10 of those years were spent working for the CCC. I was also a keen cyclist and cycled extensively throughout Christchurch from childhood with numerous near misses from vehicle drivers. I fully understand how difficult it is for cyclists and vehicle traffic to mix and the limitations vehicle drivers have in trying to see all other pedestrians, cyclists and vehicles on the road. I am fully supportive of improving cycle facilities in the City, however I am totally opposed to the proposed cycle lane layouts at the intersections where the cyclist is captured on the lefthand side of left turning vehicles. This does not provide the opportunity for the cyclist and vehicle to swap positions if the cyclists is going straight ahead. I do not believe that this layout should pass a safety audit nor do I consider that the "slow speed zone" is sufficient mitigation. This type of design is only appropriate where cyclists and pedestrians have an exclusive signal phase for crossing from that approach without any filtering traffic. This is the only configuration under which I would support the proposed layout.	1	Traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a certain time to reduce conflict at these points. All schemes have been through a concept and scheme stage safety audit, and will go through a detailed design audit in addition to a post-construction audit.
2	I am of the firm belief that either the design has to be modified or the signal phasing modified or a combination of both. I am also totally opposed to the layout of the cycle lane at the point where it crosses the bus lane just beyond Colombo St entering the bus exchange. The appropriate design would have the cycle lane crossing the bus movement at 90 degrees. This might only be achieved by moving the whole road design over, removing the parking on the farside of the road and shifting the pedestrian crossing. Otherwise the proposed layout has the movements parallel and will be subject to the same issues as for left turning vehicles conflicting with through cyclists at intersections.	1	Traffic signal phasing will allow a cyclist to proceed ahead with turning vehicles held for a certain time to reduce conflict at these points. All schemes have been through an independant concept and scheme stage safety audit, and will go through an independant detailed design audit in addition to a post-construction audit.
3	Tuam Street should not be the main cycle way. Cyclists coming from Hospital corner will have to negotiate the "super stop". Cyclists should be directed onto Oxford Terrace at the hospital and continue along this route to Lichfield Street, which will have less traffic than Tuam Street. The Tuam Street cycle infrastructure is complicated especially around the Bus Interchange entrance. This would be completely avoided if cyclists were encouraged to use Lichfield Street. The cycle traffic signal that will be used at the Bus Interchange entrance, to stop cycles but not cars, is too small, and will be easily missed by cyclists who see the green light for vehicles, and hence get squashed by a bus turning left. As cyclists are legally allowed to ride in bus lanes, this part could eliminate the cycle infrastructure and just have a bus lane, allowing cyclists and busses to interact with each other in a normal way. An "out of the ordinary" situation that is proposed will create confusion.	7	The Key Cycle Routes are provided in An Accessible City. This shows that cyclists will not need to cycle through the hospital superstop as separated facilities will be provided on St Asaph Street, Antigua Street and also through the Avon River Precinct. Cyclists could also travel past the hospital frontage on Oxford Terrace, then South on Antigua in a separated facility before joining the separated cycleway on Tuam Street.
4	Support general plan but also separation of bikes from traffic. Painted lines are not sufficient to keep cyclists safe.	10	Separated cycle ways (separated by a delineation strip of 1 metres wide generally) are provided for on Tuam Street from Antigua Street through to the eastern side of High Street (the section from Antigua Street to Durham Street south will be consulted on as a different package of works). From the east side of High Street to Fitzgerald Avenue it is not currently proposed to continue this separation by a solid median.
5	Manchester St: I note that the cycle lanes on Manchester St will be 'green striped' but wonder if it may be safer to also add a buffer strip, as in the eastern part of Tuam? As Manchester St is proposed to become wider as the main access route to and through the centre it may become less safe for cyclists. Whilst the entrance/exits to the Bus exchange will be signalised I do believe there will need to be bold signage warning cyclists of the priority given to buses. Bus drivers will also need to be cognisant of the possibility of cyclist misjudging things as there is potential for danger & conflict at these egresses	13	Thank you for your comment, a painted buffer to the traffic lane is being considered as part of the design.
6	Thank you for the opportunity to comment on the second consultation for An Accessible City transport projects. Our staff are working collaboratively with CERA and the Christchurch City Council on the detailed designs for An Accessible City and we appreciate this input. This submission was endorsed by Commissioners on Thursday 2 October 2014. Overall, we are in general support of the proposals which have been developed to date and strongly support the vision of An Accessible City to encourage more people to walk, cycle, and travel on public transport as our city rebuilds. The delivery of these first phase projects is essential to ensure the public transport services can access the new Bus Interchange and to support the reliability and growth of the network. We have serious concerns about the safety of cyclists due to the proposed cycle lane on the north side of Tuam Street crossing the Bus Interchange entrance and exit. Even if these safety issues were mitigated, we do not believe that this design supports An Accessible City's vision to encourage more people in the city due to slow travel times and perceived safety risks. We also want to ensure that the Bus Interchange can operate as efficiently as possible to encourage patronage growth and the current design does not support that. Our preferred options for the eastbound cycle route are listed in priority order and then explained in more detail under cycling concerns.	15	

7	<p>Option 1 is Environment Canterbury's strongly preferred option. A bi-directional cycle lane in the southern frame is the safest option for cyclists and other road users and will be much more appealing to potential cyclists who are not confident riding amongst traffic. This is critical to achieving a significant increase in cycling mode share. This off-road cycle lane could become an attraction in its own right for recreational cyclists or tourists. We recognise that this would require mid-block crossings for cyclists, but we believe that this can be dealt with adequately through signal phasing and has added benefits of reducing potential conflict for cyclists and other traffic on Tuam Street and St Asaph Street. Confident, time-sensitive cyclists could still travel on the road with traffic travelling at the lower 30km/hr speed limit. It is likely that they will do this under the current proposal too. Option 1 was originally envisaged during initial discussions about An Accessible City and Environment Canterbury would not have supported the change to Tuam Street if we had known that the cycle lane would be moved to the northern side of the road.</p>	15	
8	<p>Option 2 is our second preference as it appears to be a sensible approach that would allow cyclists to flow from Hagley Park and Riccarton Avenue directly onto Oxford Terrace, which will be closed to traffic, and then onto Lichfield Street to access the central city. We acknowledge that there will be two car parks on Lichfield Street, but these entrances could be managed far easier than the Bus Interchange entrance which involved large, frequent vehicles crossing the cycle lane. There will also be less traffic on Lichfield Street than Tuam Street so it will be more appealing to potential cyclists to encourage the growth of cycling in the city. This option is not as preferable as Option 1 as it still requires cyclists to travel on road along Lichfield Street and St Asaph Street. We know this would separate the eastbound and westbound cycle routes by an extra block, but this legibility issue could easily be resolved with clear signage.</p> <p>Option 3 is not as preferable as the previous options because it still required cyclists and buses to use the same road on Tuam Street and St Asaph Street, but it is better than Option 4 where cyclists travel directly past the Bus Interchange entrance and exit. We understand the potential issues around vehicle access to the southern frame and legibility for cyclists at intersections, however we think these issues could be managed and still provide a preferable approach to having the cycle way on the north side of Tuam where there is much more potential for conflict and delays for cyclists or buses.</p>	15	<p>Thank you for your submission. Council and CERA will continue to work with Ecan through the design phases and implementation of the projects.</p>
9	<p>Options 4 is our least preferred option due to the serious safety concerns it creates for cyclists. We strongly recommend that this situation is avoided and another option is pursued. We are aware of some of the technical solutions which have been proposed to mitigate the safety concerns and want to create a people-friendly city which is safe and pleasant to walk and cycle around. Building fences and gates to force the separation of buses, cyclists and pedestrians is not a good urban outcome and will not encourage active travel. Cyclists will still be located on the inside of large vehicles which is not a pleasant experience, even if there is a fence in between. The gates will create large delays for cyclists which will further discourage this mode of travel. It is very likely that confident cyclists will travel on the road in the traffic lane to avoid these gates and less confident cyclists will simply avoid the city or travel by another mode.</p> <p>If option 4 proceeds despite our strong recommendations, there are a number of design issues which must be addressed to ensure the safety of cyclists, pedestrians, bus passengers and drivers. These are listed below:</p> <ul style="list-style-type: none"> -The fence provided must be long and high enough to deter cyclists or pedestrians from going over or around it to avoid waiting at the gates. -There must be enough space to cater for a full load of passengers who could be dropped off on Tuam Street. - It must be designed to ensure pedestrians travelling westbound are not trapped on the wrong side of the gate with a bus approaching. - The cycle lane needs to be cut into the footpath at the interchange exit on Tuam Street and the giveaway line for buses should be close to the Tuam Street kerb. This will mean that cyclists have to wait for buses exiting onto Tuam Street which will mitigate the likely issue of cyclists travelling at different speeds contributing to prolonged delays for buses leaving the interchange. This is essential as there is very limited queuing space from the Tuam Street exit back into the interchange before this will impact on the operation of the internal circulation zone. - If this option is selected, Environment Canterbury staff will have no responsibility for the operation or maintenance of the fence and gates. <p>Although these design details may deliver a safer option, we still do not believe this will be an attractive, people-friendly approach will support the vision of An Accessible City.</p> <p>Thank you again for all of the time and effort you have committed to the delivery of An Accessible City and for the ongoing opportunity to be involved in this process to achieve the best outcome for our community.</p>	15	

10	<p>Cycleway running along North Side of Tuam Street. Of concern is the path of this planned facility. The planning would appear to determine that the Seven P10 parks along Tuam Street must be reduced to 3!. Concern is also with the moderate to high use of this planned North Side cycleway, and the ramifications there of. When cyclists are to pass our Old High Street Post & Telegraph Office Building then cross Tuam Street at the corner by way of the two Signalised Crossings, to continue their journey down High Street to CPIT or maybe the Ferrymead Cycle Expressway they must halt all cars and buses. The exhaust diesel fumes would drift in the direction of those enjoying seating outside (Name Supplied) or if backed up far enough, into(Name Supplied). These problems would disappear by re-addressing and implementing the South Side Cycleway option and give direct access to the High Street cycleway thus negating a road crossing and stopping/slowing down traffic. Traffic would surely flow more smoothly... Having inhabited this building for some twenty years, I have noticed the severity of frost, ice, shade and the worst of southerly weather during the winter months, along the proposed North Cycleway route. A Repositioned cycleway to the "sunny south side does offer a softer edge adjacent to the South Frame and potential linkages to greenspace and public realm areas". New architectures on the blank canvas South Side could enhance this repositioned maybe widened cycleway to its logical side in our new city traffic plan- "enhancing the social, environmental and economic prosperity of the central city".</p>	16	<p>A follow up meeting has been held with the affected business operators. Following consultation, two additional parks have been converted to P10, and another P10 included on High Street near the intersection with Tuam. In total there are six P10s outside these businesses. The left turn ban into High Street has been removed and a left turn slip lane added to facilitate the movement.</p>
11	<p>Another problem I can see looming on the consultative plan is the cycle way directly alongside our building. Quite a number of elderly and disabled visit the (Name Supplied), (Name Supplied) and my (Name Supplied), many having been dropped off on the P10 strip. These people must now navigate a cycle way if they can in fact find an empty P10. The option of double parking to complete this manoeuvre would no longer exist with the one way traffic system.</p>	17	<p>Where car parking is located on the outside of the Separated Cycle lane on Tuam Street the car occupants will need to cross the cycle lane to access the footpath. The layout includes a 1m wide separation area where the occupants can wait to check the way is clear. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists. Please note all of the separated cycle lanes on these streets are one-way for cyclists, there are no two-way cycle lanes proposed.</p>
12	<p>The cycle lane is a brilliant idea and I agree the highest risk occurs at the entrance and exit to the Bus Interchange. The signalised bus entrance to give priority to Buses is good. It maybe a good idea to have raised entrances, so cyclist come up a gentle but noticeable incline to stop at a barrier arm (sensor activated by approaching buses). Red resting bars parallel to the direction the cyclists are traveling in, could naturally narrow the space cyclists cross and this could improve safety. If buses have to queue momentarily the cyclist are more visible being raised up higher than the usual street level. This ramp would also naturally slow down pedestrians so they would not "dive out" in front of buses. Another idea is to install small speed bumps to slow cyclists down as they approach the entrance of the Bus Interchange. Lighting around the entrance and exists of the Interchange must be equivalent to full day-light at all times.</p>	19	<p>Thank you for your comments. We are currently reviewing the design of the interchange entrance and will consider the options you raise. We are considering the installation of flashing LED stands in the cycleway pavement to alert cyclists to the lights changing to red. In relation to lighting, the lighting along Tuam Street will be upgraded as part of the project to improve visibility and safety.</p>
13	<p>For the entrances and exits to the Justice Precinct, Bus Interchange and SOL Square (?) it is important no vehicle can park over the cycle lane, this could be indicated for yellow lines being painted to clearly mark these no stopping areas. It maybe a good idea to have a raised entrance and exit into the Justice Precinct to elevate cyclists and therefore make them more visible. Thank you.</p>	19	<p>A rumble step has been provided across the entrance on the southern side of the cycle lane to slow turning vehicles into the precinct.</p>
14	<p>The Tuam st Cycleway looks great and will provide a good safety buffer from the traffic. In the interests of continuity is it possible for it to remain inside the kerb east of High st?</p>	26	<p>The cycle lane east of Madras Street is not separated by a physical barrier, it is buffered from the traffic by a 300mm road marking. To enable cyclists to transition from the separated lane to the buffered lane the buffered lane starts east of High Street. This ensures eastbound cyclists are positioned correctly at the Madras Street intersection and don't conflict with left turning vehicles at the intersection.</p>
15	<p>The bike lane should be bi-directional, particularly around the bus exchange</p>	27	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists as part of the future St Asaph Street project.</p>
16	<ul style="list-style-type: none"> Extend the separated cycleway between Manchester Street and Madras Street as far as the start of the vehicle left turn lane (into Madras Street). You can still keep the proposed car parks and new trees (Look to the section of cycleway on the just after the eastern side of Durham Street to see how, i.e. narrower paving separation, allows car parks and trees) Place green cycle lane marking at the beginning of the eastbound cycle lane on the eastern side of Madras Street for the length of the kerb pop-out. This will increase visibility of it to drivers as they cross the intersection (e.g. like the green marking at the start of the lane on the eastern side of Barbadoes Street). <p>Check with organisations such as Environment Canterbury, Justice Precinct team etc. to see if they will be including public cycle stands outside their new buildings. If not, then provide some as part of this phase of work. Ensure all cycle stands are the same design and appearance for aesthetic amenity (the quirky green fern bud ones on Cashel Street at Colombo Street would be great citywide)</p>	28	<p>The cycle lane east of Madras Street is not separated by a physical barrier, it is buffered from the traffic by a 300mm road marking. To enable cyclists to transition from the separated lane to the buffered lane the buffered lane starts east of High Street. This ensures eastbound cyclists are positioned correctly at the Madras Street intersection and don't conflict with left turning vehicles at the intersection. It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking will be placed at regular intervals on streets through the central city in public spaces such as streets. There will also be cycle parking provided as part of private developments for staff and visitors such as the new Bus Interchange where 100 cycle stands are being provided.</p>

17	<p>A Major feature, in Tuam St, is the provision of a new segregated 'cycle path' on the north side. This appears to place the cyclists at the disadvantage of having to cross the path of buses entering and leaving the Bus Interchange and also have special cyclist signal phases at Colombo, Manchester and Madras St. In addition because of the layout with the separate cycle path on the inside of the kerb-side parked vehicles, the set down passengers, from cars, are compelled to step over the cycle path so as to gain access to the adjacent north side footpath.</p> <p>(i) The AA question the inconvenience and the economics of the separate cycle path on the north side of Tuam St and the AA suggest that this part of the proposal be reviewed. Either the cyclists should be given a relaxed route via Oxford Terrace and Lichfield St, or that the separate cycle path be replaced by painted cycle lanes on the Tuam St one way carriageway, possibly on both sides approaching intersections. The 30 Kph provides a more sympathetic cycling environment..</p>	29	<p>Where car parking is located on the outside of the Separated Cycle lane on Tuam Street the car occupants will need to cross the cycle lane to access the footpath. The layout includes a 1m wide separation area where the occupants can wait to check the way is clear. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists. Please note all of the separated cycle lanes on these streets are one-way for cyclists, there are no two-way cycle lanes proposed.</p>
18	<p>The Ministry opposes the location of the proposed cycle lane because it will be extremely difficult for drivers of vehicles that are turning left into the internal Precinct laneway to see a cyclist travelling eastbound on Tuam Street. Any turning driver must look over their left shoulder and through the rear passenger side of the vehicle to check whether a cyclist is approaching. It is not always possible for this to occur, particularly for specialist police vehicles and delivery trucks where the presence of a bulkhead immediately behind the driver physically prevents line of sight from being established. It is accepted that these issues also arise where a cycle lane is provided adjacent to the traffic lane, but in that case, the driver is likely to have overtaken the cyclist and will be aware of their presence. Under the arrangement that is proposed, the ability of any driver approaching the laneway to see a cyclist is significantly compromised by parked cars and potentially the canopies of the proposed street trees. It is considered that the proposed layout is intrinsically hazardous and should therefore be revisited, or subject to a formal safety audit prior to being progressed any further.</p>	32	<p>Thank you for your comments regarding the cycleway and the entrances into the Justice Precinct. In relation to the issues you raise, the cyclists position is no different to an on road cycleway and they will be visible in the vehicles mirrors. Changes have been made to the design to provide a left turn access lane immediately adjacent to the proposed cycleway to prevent trees and parked cars obscuring the cyclists. The designs have been safety audited by an independent audit team.</p>
19	<p>TUAM ST/HIGH ST INTERSECTION: 2. Separate bike lanes on High St could be easily achieved by the narrowing of the footpaths back to their original 3 m width (instead of the current 4m) this would allow separation from pedestrian traffic.</p>	35	<p>The final designs for High Street have not been prepared. The southern section of High Street is a key cycle route connecting Tuam Street cycleway to CPIT and the Heathcote Express Major Cycleway.</p>
20	<p>I note on the Tuam Street map sheet 4 that the cycle lane on the northern side of Tuam Street between Manchester Street and High Street is on the inside of the Bus Lane leading to the entrance of the Bus Exchange. As a cyclist I find that to be unsafe given the buses have to make left hand turn into the bus exchange. There have been recently several fatalities where cyclists have been involved in collisions with left turning large vehicles. I consider the proposed plan to be potentially unsafe and wish that view to be registered.</p>	38	<p>The entranceway will be signalled to control pedestrian/cyclists and bus movements to reduce conflicts. The design has been safety audited by independent experts to ensure it is safe.</p>
21	<p>Overall, I think the proposed changes to Tuam and Manchester St. are great. I especially like the separated cycle lane, the narrowing of the road, and more trees. However, I would like to comment on a few issues: Firstly, I noticed the separated cycle lane is only one way eastbound. What happens to the westbound cyclists? Two options I can think of: 1. Can on-street parking be shifted to the south side of the street, to have room for a cycleway that can cater for both directions (like the new Beach Road cycleway in Auckland Central). 2. Or can we have another separated cycleway on Saint Asaph St to go west?</p>	39	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists in a future project on St Asaph Street.</p>
22	<p>I am writing to voice my concern regarding the design of the cycle lanes as proposed in this plan. It seems that the cyclists will be forced to bike along side busses which, as outlined in this plan, are going to be prioritized. This poses dangers for bikers as bus drivers are notoriously sporadic and undisciplined when it comes to the road rules. This WILL cause accidents and I for one will not be using this section of road on my bike (the footpath is a much safer place in this design, I don't care too much if its illegal, I would prefer to be fined and alive than hit by a buss). The answer to solving this problem is simple, swap the parking section of the road with the cycle lanes. By doing this there will be a barrier of parked cars between cyclists and drivers. Rather than the soft, squash-able humans protecting the dense cars, the hard metal cars will protect the humans using the roads. This model has been successfully implemented in other countries and I see no reason why it wouldn't work in Christchurch.</p>	42	<p>There will be a 1 metre wide separation strip between the traffic lanes and the cycle lanes on Tuam Street to provide protection from traffic.</p>

23	<p>While this consultation is offered to provide the details which were lacking in the consultation on CCDU's Accessible City Transport chapter the details are lacking. Cycle parking is either very sparse or has not been fully included. No lane widths or cross sections are provided. How the cycle infrastructure provided will tie into planned or existing cycle network is not clearly shown. Provisions for people commuting across town on bicycles are not addressed. Cars will have the four avenues, Kilmore Street, St Asaph Street, Durham, Montreal, Madras and Barbadoes for easy travel. The details are in effect hidden in the piecemeal approach. We must wait until later is the refrain. The proposed projects offer no decent cycle commuter routes through the central city as all are shared with one or more modes cars/pedestrians/buses and are often interrupted and/or indirect. Infrastructure on cycle routes is too often inconsistent and/or a start and stop affair. Clear route signage will be required. The message is that cyclists should find alternative routes to going through the CBD. Just what commuter cycle route infrastructure will be offered on the four avenues or elsewhere is not stated. Cars are offered ample parking near the retail precinct both on street and in parking facilities.</p>	43	<p>Thank you for your submission. Accessible City currently is only funded for phase 1 so the schemes consultation are part of this. The detail you are looking for will be part of future phases and those will be consulted on when they are developed. They key cycle routes shown in the An Accessible City Chapter do tie into the proposed Major Cycle Routes projects, and An Accessible City includes a map of key cycle routes where it is anticipated that separated cycle infrastructure is provided.</p> <p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking is proposed to be provided at regular intervals along the streets through the central city. There will also be cycle parking provided as part of private developments for staff and visitors.</p> <p>The 1m wide separation strip between the traffic lanes and the cycle lanes will have sloped kerbs so that bicycles could mount the strip, however it would be easier and more comfortable to use the gaps in the separation strip at driveways and pedestrian crossings. The Copenhagen Style cycle lanes are elevated above the road surface.</p> <p>The cycle lanes on Tuam Street are 2m wide so can accommodate cyclists passing each other.</p>
24	<p>Taxi stands are also highlighted. Cycle parking is minimal. The shopping precinct is clearly primarily for people who drive, taxi or bus. This does not support mode change or even choice. Intersections with signals need to support cycle routes. An early start to put cycles first, in front of cars, should be applied in all instances. This should apply even on routes are shared priority routes with other modes. Tuam Street is a motor vehicle/bicycle/bus/pedestrian priority route with a separated, one way cycle path on the northern side. It is understood that the cycle way is approximately 2m wide. If the infrastructure succeeds as it is meant to and the cycle way reaches capacity the cycle way can be made wider by reducing the buffer zone between the motor traffic and the cycle way or reducing footpath width. There is no indication that these options have been considered. The cycle lane on Tuam Street east of High Street will need a door buffer zone of at least 90cm adjacent to car parking. The width of all cycle lanes should be at least 2 metres and with room for future expansion.</p>	43	<p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking will be implemented at regular intervals on streets in the central city in public spaces such as streets. There will also be cycle parking provided as part of private developments for staff and visitors.</p> <p>Where car parking is located on the outside of the Separated Cycle lane on Tuam Street the car occupants will need to cross the cycle lane to access the footpath. The layout includes a 1m wide separation area where the occupants can wait to check the way is clear. People waiting to cross will also be clearly visible to approaching cyclists. Closely spaced cycle symbols and direction arrows on the surface within the cycle lane will reinforce the presence of cyclists. Please note all of the separated cycle lanes on these streets are one-way for cyclists, there are no two-way cycle lanes proposed.</p>
25	<p>A major concern on Tuam Street is the entry to and exit from the bus exchange. The plans provided suggest cyclists yield at the bus entry and buses yield at the bus exit. This seems counter-intuitive. A bus entering the exchange will have been alongside or have overtaken cyclists before turning left across their path so have an opportunity to yield whereas when the bus is emerging from the exchange drivers have limited vision and will be adjusting to changes in light. Spokes preferred treatment of these points is grade separation with cyclists passing underneath the bus access lanes. There are underpasses used on the cyle way beside the railway line in Papanui and the Southern Motorway so some cyclists will have experienced them before. If this is impractical for any reason signalised crossings are the next preference.</p>	43	<p>The entries to the interchange will be signalised to control movements of pedestrians/cyclists and busses to reduce conflicts. An underpass for cyclists was an option considered but due to the required length, significant CPTED issue would arise and there are still conflicts between pedestrian and buses that need to be controlled. In relation to the bus exit on Tuam Street, buses will need to give way to cyclists as per normal give way rules for traffic. The signals at the entrance will result in cyclists platooning which will create reasonable gaps for busses with no approaching cyclists.</p>
26	<p>The cycle parking mentioned for the bus exchange needs to have expansion room committed. Failing to do this now is very likely to see such valuable real estate put to 'better uses'. Cycle parking must be convenient, easy to find, easy to use, and where people will want to use it. The consultation document states that cycle parking will be 'considered' for new public buildings, apparently not for private. If the community desire from Share an Idea and promises of the CTP are to be realised cycle parking will have to be provided, not merely considered.</p>	43	<p>It was not intended to only provide the cycle parking areas shown on Colombo Street. As the detailed design progresses cycle parking will be implemented at regular intervals on streets in the central city in public spaces such as streets. There will also be cycle parking provided as part of private developments for staff and visitors. The transport interchange will include a bike storage area internally also, which is to be accessed from Colombo Street.</p>
27	<p>Tuam street needs to have a two way cycle lane (even though it is a one way vehicle street) to allow cyclists to travel more freely. These cycle lanes could be combined on one side of the road.</p>	47	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists.</p>
28	<p>However, there needs to be provision for cycles in BOTH directions. As the cycle route is proposed to be separated from the traffic lane, there is an opportunity to make the cycle traffic two-way. Access to the city from both ends of Tuam will be a key component for commuting cyclists. Just because the vehicular traffic is one way, why does the cycle traffic have to be one way? Cyclists will have their 'own road' (being physically separated from vehicle road) just as pedestrians will have a footpath (I assume pedestrians will be allowed to walk in both directions).</p>	49	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists.</p>

29	<p>I am submitting in support of the proposal under the following conditions: - that the cycle access on Tuam street is two way along this street. It's great that you want to separate cyclists on a designated route, however it's important that while the street may become one way for vehicle traffic (which makes sense to move cars around as opposed to Lichfield being the one way), that cycles are still provided two way access on this street. We should be promoting cycling as the most efficient way to get around a city. Restricting cycles on a one way system is inhibiting the this efficiency of being able to park right outside your destination and limiting accessibility of cycles across the city. After living for a year in Copenhagen, I experienced for the first time a truly accessible city. One of the key factors contributing to the accessibility of the city was the consideration that cycles are the only mode of transport for a lot of people. This meant allowing them safe access to EVERY part of the city and in every direction, not just a few designated routes. A lot of cyclists (including myself) will always take the shortest route, often whether it's safe or not. Its best just to expect them to go anywhere and allow for this in the new design of our streets.</p>	51	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists.</p>
30	<p>Access point to the Justice precinct where crosses cycle lane, will traffic look both ways for cyclists ? Signalised ?</p>	54	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists. It is not proposed to provide signal controls at the entrance to the Justice and Emergency Precinct. Audio warning systems have been requested to alert cyclists to exiting vehicles and additional signage will be implemented. We are also considering the use of flashing LED stands to highlight to vehicles that cyclists are approaching the entrance/exit.</p>
31	<p>The CDHB supports the creation of a separated cycleway on Tuam Street. This will provide a safer environment for cyclists. We support the provision for a "give way" lane into the justice precinct as this will minimise conflict between motorists and cyclists. In the area adjacent to the Bus Interchange, it is essential that conflict between cyclists and buses minimised through effective signal phasing to ensure the safety of all mode users.</p> <p>Recommendation: that the phasing of the signals is balanced between the desire for efficient bus movement and demands of cyclists in order to encourage cyclists to use separated cycleway rather than the busy road.</p> <p>The CDHB is pleased to see that secure cycle storage is provided in the Bus Interchange. It is important for city commuters to have a safe place to store their bicycles.</p> <p>Recommendation: that secure cycle storage is provided in all new public parking buildings.</p>	55	<p>The scheme design has been amended to provide the giveaway lane at the entrance to the Justice Precinct to improve visibility for turning vehicles. The signal phasing will be optimised to provide a balance between the need to have efficient entry of buses vs the time both pedestrians and cyclists are held at the red light before they can continue their journey.</p>
32	<p>Red Bus has the same cycle safety concerns as expressed in the Environment Canterbury submission about the location of the cycle lane on the north side of Tuam Street at the bus entry point off Tuam Street into the interchange. We believe that having a cycle lane in this position will unnecessarily put cyclists at risk and consequently expose our drivers to ongoing personal stress and challenges at this point with the risk of prosecution and loss of livelihood if they are successfully charged with a serious road offence following a cycle injury.</p> <p>It is our view that a caged and gated access area to ensure cyclist cannot put themselves in harm's way as a bus enters the interchange will not only look unsightly and inconsistent with the modern and accessible concept for this area it will not prevent cyclists from exiting the cycle lane before this area and crossing the bus lane into general traffic. These actions have the potential to expose cyclists to oncoming traffic without having clear visibility. The cycle control proposal reminds me of farm drafting yard which works for animals but in my experience humans are much less malleable and prone to rash acts to get when they want to go.</p>	60	<p>Thank you for your submission. Information was presented to bus operators at a meeting and this provided further technical detail about how the signals would work. In relation to the barriers, these have been considered and a design subjected to review. Barriers do not remove all risks as pedestrians can get caught on the wrong side if the barriers shut and in installations over seas, chewing gum has been placed over the sensor to prevent the barriers triggering. There are also issues if they have a mechanical failure as they default to open. We are not recommending a barrier system at this stage. Independent safety experts have recommended a signalised crossing as the safest option.</p>
33	<p>Red Bus supports ECan's proposed hierarchy of alternative solutions.</p> <ol style="list-style-type: none"> 1. Bidirectional cycle lane in the southern frame 2. Eastbound cycle lane on the north side of Lichfield Street 3. Eastbound cycle lane on the south side of Tuam Street 4. Eastbound cycle lane on the north side of Tuam Street with automated electronic gates and approach pen. <p>If option 4 does proceed as proposed Red Bus expects that Christchurch City Council would provide trauma counselling and legal support for passenger transport drivers where there are accidents between cyclist and buses in which either the security systems fail or cyclists ignore those protective systems and are injured or drivers are charged for their actions.</p>	60	<p>The Council has carefully considered options for location of the cycleway and considered the options you raised. The south frame is not suitable as it is not a continuous route and cyclists would be forced to cross very busy roads with no protection. This is not suitable for the large group the cycleway is being designed for. Lichfield Street is not suitable as there are 2 large carparks of approximately 1400 carparks between them. It is anticipated they will generate up to 10,000 crossing movements per day that cyclists will need to cross. Buses will also need to cross the cycleway to head north up Manchester Street. In relation to Tuam Street, the Council engaged a group of safety and cycle experts to advise on the best location for a cycleway and this group recommended the north side as the preferred option.</p>

34	<p>On reflection I thought it would be useful to clarify the submission element on counselling and legal support. Red Bus appreciates that Council feels obliged to provide a cycle lane along Tuam street and we understand completely the arguments about locating any cycle lane on the "normal" north side of Tuam street. Our fundamental concern is not that the engineering solutions for control cycle movements at the Tuan street interchange will be anything less than rigorous or comprehensive. For 99.9% of the cycle riding fraternity be they recreational or urban cyclist I am confident the engineering solutions will be perfectly adequate. It is the 0.1% of cycling road warriors, that our drivers experience on a regular basis, who will not brook any interference on their progress from here to there and are prepared to put their and others safety on the line without considering the immediate or long term consequences. When a cycling road warrior tangles with a bus at this entry point (as will happen at some stage) and the driver is momentarily distracted or the cyclist is in a blind spot and unseen a serious injury event will occur. I am remain concerned about the emotional effect an event of this type will have on the driver and any subsequent Police a or civil action. Our very strong preference is not to have a cycle lane in this position because we consider it as having a clear risk profile for a serious injury event. Where might the cycle lane go is not something Red Bus has a particular view on rather "anywhere but there". I trust this explains what might be considered a rather demanding request of the city when what we would prefer is to avoid a result that seems otherwise inevitable.</p>	60	Comments as noted above.
35	<p>As a cyclist this layout is scary. Tuam Street will definitely be a street to avoid. A dual direction cycle lane in the path of the entry and exit points of the bus exchange is a concept that will end in serious and frequent incidents. Once you run the gauntlet to avoid the buses you immediately encounter pedestrians doing the same (east of exchange entry). The cycle lane needs to be as far from buses as possible. As a driver this is concerning - the risk as a driver of a collision with a bus or worse a cyclist or pedestrian is too great. While embarking on a left hand turn from Colombo St any queuing of buses will create problems (as did the same concept at the old exchange at the Colombo Lichfield corner).</p>	61	<p>Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists.</p> <p>The entrance to the interchange will be signalled to minimise conflicts between buses and pedestrians and cyclists.</p>
36	<p>We question whether putting the cycle lane in Tuam Street on the same side of the street as the entry and exit to the bus interchange is the best and safest option. Surely cyclist would be safer in a cycle lane on the opposite side of the street.</p>	64	<p>The Council engaged an expert group of safety and cycle specialists to review options for seperated cycle facilities on Tuam. This group considered both the north and south sides, but recommended the north side as the preferred option.</p>
37	<p>Unless Cycle Lanes are effectively separated from vehicular traffic, such lanes are unlikely to provide the required level of safety for cyclists and hence are unlikely to provide conditions which will encourage more inner-city cycling. The only dedicated cycle lanes shown are in the proposed "one-way" Tuam St with no North/South dedicated lanes. The Tuam St lane is further from the central city business/commercial area than would seem desirable. Maybe you are proposing other dedicated cycle lanes for Gloucester St and/or Armagh St.</p>	65	<p>The planned cycleway is separataed until High Street. East of High Street it is not seperated, but a vuffer strip is being added to provide additional separation between cyclsits and traffic.</p>
<p>Comment #</p> <p>Pedestrian</p>		<p>Submitter #</p>	<p>Project team response</p>
38	<p>In the interests of pedestrian safety I suggest the use of pedestrian barriers in places on Lichfield Street, and Tuam Street. Install a pedestrian barrier to prevent jaywalking into the cycle lane, on the northern footpath outside the Bus Interchange between Colombo Street and the Bus Interchange access point. Use the same style as for the barriers I suggest for Lichfield Street</p>	28	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The paving details, location and type of street furniture, and landscaping provisions are currently being worked through in line with the Public Realm Network Plan. It is not proposed to install pedestrian guard railing as part of the scheme design. There are signal controlled crossings in proximity of the Interchange and the precincts to control movements.</p>
39	<p>Tuam/High St Intersection: The position of the signalised pedestrian crossing on the High/Tuam corner does not reflect the walking patterns in the street. The realignment in the late 1990 resulted in pedestrians ignoring the traffic island placed in Tuam street, as it was positioned too far off to one side. It looks like this trend will continue as both crossings are now off to the sides. This does not reflect the walk pattern. (People have a tendency to take the shortest route, No one ever used the crossing point previously put in place by the ccc prior to the EQ's it was not the shortest route.) I note that you are making the assumption that people will use the crossing opposite poplar lane. My feeling is that this in not in fact accurate.</p>	35	<p>The location of the crossings are to facilitate pedestrian and cycle movements to/from High Street and also the proposed laneways in the South Frame/Innovation Precinct.</p>

40	<p>Durham Street Sth/ Tuam Street, will there be Tgsi? Potential conflict outside the entry - no pedestrian priority. Two way traffic flow - is this an appropriate place for a pedestrian crossing? or are the Entry and Exit to the Bus interchange are they signalised? If yes then pedestrian crossing times incorporated - cycles must stop. Also what is the distance from the intersection of Tuam/Colombo to the pedestrian crossing at the bus interchange entry on Tuam?</p> <p>Tuam/Manchester Streets intersection, Pedestrian priority, where do cyclists wait?</p> <p>Two way lanes for cycling on North side will be confusing for pedestrians & (potentially) cause injury through not checking both directions. For those who have an impairment - blind, deafblind, low vision, cognitive etc these will be a challenge. If installed the focus for priority should remain for pedestrian. Crossings should require the cyclist to give way, not for pedestrians to check for gaps. Signalised crossings should be for the full crossing, not include a zebra crossing. This is a potential conflict point that can be eliminated by having the full crossing signalised.</p> <p>Which route will be using the bus stop, potential safety issue at the bus stop outside Sol square. Pedestrian/bus boarding conflict, the design is poor if the crossing a two way cycle lane, ditto re the crossing point to the east of the exit of the bus interchange. There needs to be design for boarding passengers and exiting that has priority if a public bus stop (route) including regional and intercity buses.</p>	54	<p>Yes TGSi placement will be worked through in detailed design. At present it is proposed to signalise the entry to the interchange on Tuam Street but the exit will operate on a give-way. At Tuam/Manchester, cyclists will wait in the cycle facilities to undertake their movement. Hook turns are provided to facilitate right turn movements. Please note the separated cycle lane proposed for Tuam Street is for one-way travel for cyclists, there are no two-way cycle lanes proposed. A one-way separated cycleway is being proposed for St Asaph Street for westbound cyclists.</p>
41	<p>Would recommend that each intersection has longer crossing times that are visible to pedestrians so you know how long you have to cross the road (as in the US) Please apply this feedback to the other areas of the consultation document as well Please feel free to contact me to discuss further</p>	58	<p>The use of countdown timers are being investigated through detailed design for the Barnes Dance at Colombo/Lichfield intersection. Countdown timers for pedestrians at intersections can only be used where there is an exclusive pedestrian phase such as a Barnes Dance.</p>
42	<p>Barnes Dances Intersections. The safest option for pedestrians and cyclists at intersections throughout the central city (not just for these three projects) is not barnes dances but Simultaneous Green Intersections. Everything you want to know about them can be found here...http://www.aviewfromthecyclepath.com/search/label/simultaneous%20green</p>	62	<p>A pedestrian Barnes Dance arrangement at Colombo/Lichfield intersection is to be implemented.</p>
<p>Comment #</p> <p>Parking</p>		<p>Submitter #</p>	<p>Project team response</p>
43	<p>It is great concern to us how this change to a one way street will affect us and our ability to make a successful business in the central city that already has a lot of negative impacts, we believe the change will make it a lot harder for our customers to access us and our suppliers to make deliveries to us, a component of our business is manufacturing so we rely heavily on mid size trucks being able to deliver and pick up product from us with the constant change in traffic disruptions and road cones blocking parking bays we have all ready had many challenges in dealing with this and as part of this proposal we notice the parking on this street will be reduced.</p>	4	<p>The removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall there is an appropriate level and location of parking available in the Central City.</p>
44	<p>The traffic flow suggestions for the intersections seem eminently sensible to facilitate ease of movement around the core & for buses. I support the limiting of parking around bus exchange & the removal of 47 on-street car parks to accommodate the cycle way on Tuam.</p>	13	<p>Thank you for your submission, your support has been noted.</p>
45	<p>Currently visitors and customers to the building enjoy six P10 parks, and one ex Post Office loading bay entrance, now a parking space. This gives Seven short term parking options directly along the length of the building on the Tuam Street side. This facility, has been the life blood for customers quick access to the building's galleries and businesses for Drop offs, Pickups, Cinema Ticket Collection, Coffee to go, DVD returns or Pickups etc.The draft plan reduces the parks to three and does not specify that they are even P10's!. This along with other comments in our submission may prove a bridge too far for the viability of the building's tenancies - (Name Supplied), (Name Supplied) and in particular the iconic(Name Supplied) and (Name Supplied).</p>	16	<p>A follow up meeting has been held with the affected business operators. Following consultation, two additional parks have been converted to P10, and another P10 included on High Street near the intersection with Tuam. In total there are six P10s outside these businesses. The left turn ban into High Street has been removed and a left turn slip lane added to facilitate the movement.</p>
46	<p>Of concern to me is the draft Transport Plan around the Tuam and High streets intersection. Operating a business from the Old High Street Post and Telegraph Office Building, the draft plan shows three car parks (short term?) directly outside our business (on Tuam Street) where there is currently seven p10s!. These seven P10s have proved to just about right for the building with more often than not no spare spaces meaning the area around those p10s are receiving a significant flow of people. These short term parks seldom seem to be abused and have now become a feature of easy access to our part of town. If these parks were to be reduced to three, could prove catastrophic as was the case some months ago with the traffic restrictions due to the stormwater installations.</p>	17	
47	<p>I have no issue with the removal of on-street parking and see the best configuration of the cycle way is to where possible have it completely separate from vehicles.</p>	19	<p>Thank you for your submission, your comments have been noted.</p>

48	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street Net loss of 61 car spaces in this proposal. This constant trickle of losing car parks in the CBD is of real concern to CBD businesses. I do not see in this consultation any sites identified to replace these lost car parks. What sites nearby the lost car parks has council in mind to replace these lost spaces? Although this consultation only covers a small part of the CBD I believe it is now the time to start putting parking meters around suburban shopping malls as I for one find I cannot find a street car park. This would start to bring balance to all car parking and provide council revenue. I wish to speak to this submission at any hearing on this subject.</p>	24	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
49	<p>I also have concerns around the location of future trees, especially in Lichfield and Tuam Sts. Whilst the drawings are indicative, they do depict the trees being planted outside the kerb and on the actual road surface, which then creates the need to reduce the number of car parking spaces available. Whilst I do recognise that we must not be "slaves" to the car, I also know that car parking is the lifeblood for many inner city business, and that many jobs depend on having handy, short term on street parking available. Hopefully a compromise can be reached whereby the streetscape can be improved by the addition of trees without the loss of any car parking. As the inner city is rebuilt the rents are rising dramatically, which is applying increased pressure on business profitability, and every carpark is a potential customer to help pay the overheads. We must not forget that a pretty city will look nice, but it may not pay the bills. Parking buildings are great for longer term shopping stays, but they do not fulfil the need for short term stays, particularly in areas slightly further out from the city core.</p>	26	<p>The removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall there is an appropriate level and location of parking available in the Central City.</p>
50	<p>Include a mobility park on the southern side of Tuam Street close to the new Environment Canterbury building</p>	28	<p>A mobility space can be provided in this location as requested.</p>
51	<p>As the AA has pointed out before, there does not appear to be any provision for trade/delivery vehicles short term on street parking or loading zones. These should be provided from the outset. (iii) The AA again requests that provision be made for trade/delivery loading spaces and short term P5 parking along the Tuam St kerbside from the outset.</p>	29	<p>The following changes are being proposed: • Three P60 car park spaces changed to a loading zone adjacent to the Justice and Emergency Precinct • Three P60 car park spaces changed to P5 adjacent to the Precinct</p>
52	<p>We feed into the bus exchange and pick up from bus exchange morning & night for skifield transport, day trips for schools, language schools and institutions. Pre-earthquake peak vehicle numbers was around 15 vehicles morning & night varying from 8 seater to 30 seaters. Requirements for consideration: flow into/out of bus exchange towards Ricc Rd, Lincoln Rd. Shorterm parking 15/30 min waiting time as city busses drop off our passengers and for delays.</p>	31	<p>On the Lichfield Street, the Taxi Stand on the south side of the street, just east of Colombo Street, will also operate as a bus stop between the hours of 6am- and 8am, outside of those hours it will be a taxi stand. The street details just east of Manchester Street have been shown on the revised plans and include an additional bus stop that will accommodate two buses/coaches.</p>
53	<p>The formal marking and control of car parking is supported, as is limiting the general parking spaces to a maximum duration of stay of 60 minutes. It is important for the operation of the Precinct that there is a regular turn-over of parking spaces in the area so that visitors are more easily able to find a vacant space, rather than the spaces being occupied by vehicles that are parked all day. Marking the spaces and restricting the duration of stay are appropriate ways of doing this. Information received from NZ Police is that if a victim of crime is unable to easily find a vacant parking space in close proximity to a police station, they are more likely to fail to report the crime. It is therefore important that there is provision made for very short-term parking which is either mostly unoccupied or has a high turnover. It is encouraging to see that such provision has been made by way of three P5 spaces provided immediately adjacent to the Precinct and this arrangement is supported. One parking space is provided on Tuam Street for the mobility impaired. Demand for mobility impaired spaces at facilities of this nature can vary, but it is likely that the greatest demand for these spaces will be on the northern side of the building and consequently the Ministry supports the provision of just one space on Tuam Street.</p>	32	<p>Changes to the parking provision on Lichfield Street have been made as a result of consultation and through the safety audit process.</p>
54	<p>Although there are loading bays on Lichfield Street, from time to time larger vehicles may also need to unload. Consequently, the Ministry requests that the three parking spaces on the northern side of Tuam Street that are closest to Durham Street are converted to two, 9m-long loading bays. In view of the likelihood that such loading activities will involve larger goods (or a greater number of goods), it is considered that the maximum duration of stay in these bays should be 15 minutes.</p>	32	<p>Three P60 car park spaces are proposed to be changed to a goods vehicle loading zone adjacent to the Justice Precinct on Tuam Street.</p>
55	<p>The removal of 47 parks on Tuam street so that you can put in a "token cycle lane" for a few blocks is pointless. Put the cycle lane on Lichfield Street, it will take less traffic.</p>	35	<p>The removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall there is an appropriate level and location of parking available in the Central City. Lichfield was considered as an option for the cycle lane, but it does not provide a continuous west to east link as a section will be removed for the new stadium. There are also significant conflict at the two car park entrances/exits and the interchange entry/exit.</p>

58	<p>Loss of on street car parking. Loss of 14 spaces on Colombo Street Gain of 19 spaces on Lichfield Street Loss of 47 spaces on Tuam Street Loss of 19 spaces on Manchester Street There is a net loss of 61 car spaces in these proposals. This constant trickle of losing car parks in the CBD is of real concern to the CCBA. There do not appear to be any sites identified in the consultation documents to replace these lost car parks. What sites near to the lost car parks does the Council have in mind to replace these lost spaces?</p>	48	<p>In developing the CBD we need to balance the needs of various users, travel modes and activities. In addition share an idea highlighted a desire to see more trees and green space in the CBD. In relation to the designs proposed the removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall an appropriate level and location of parking is available in the Central City.</p>
59	<p>It is important that the number of mobility car parks in this key part of the central city meets access needs now and into the future. The current plan has only a total of three spaces, and none are situated in a way that would be usable by a vehicle with a rear-fitted wheelchair hoist. Recommend: That the mobility car parks are doubled to six, situated in pairs, and provision is made for one of each pair to have extra space for rear-fitted wheelchair hoists. Recommend: That mobility car parks situated adjacent to the separated cycleway are designed so that mobility car park users are able to easily access the footpath, and the kerbing in this area does not hamper the users' journey (Refer to Sheet 4).</p>	58	<p>Two additional mobility spaces have been provided as part of the schemes. One additional space is provided on Colombo Street and one space has been provided outside the new Environment Canterbury Building on Tuam Street. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
60	<p>Could the loading vehicle bays be put in around major shopping areas and food outlets, hotels ,etc: eg cashel precinct, worchester boulevard, victoria street. We are continuously being asked to move our trucks when we are delivering chilled lines to customers. within the four avenues. The problem is only going to get worse with new food outlets, coming back into the central city, ie the oxford tce project.</p>	57	<p>Following consultation feedback three P60 car park spaces changed to goods vehicle loading zone adjacent to the Justice Precinct on Tuam Street. Goods and service vehicles can also use any designated P5 spaces for unloading.</p>
60	<p>This feedback comes from both a personal level (as a wheelchair user) and professionally as the KiwiAble Recreation Network facilitator. Would recommend that the number of mobility carparks be doubled to 6 with provision for one park to have extra space for rear entry hoist vehicles In view that we have a fast aging population with some degree of disability as well as mothers with prams etc</p>	58	<p>Two additional mobility spaces have been provided as part of the schemes. One additional space is provided on Colombo Street and one space has been provided outside the new Environment Canterbury Building on Tuam Street. There is scope to provide more mobility spaces in the future by changing a standard car park to a mobility space, this may involve changing the size and appropriate markings will be added. Demand for mobility spaces will be closely monitored.</p>
60	<p>Driver changeover parking adjacent to Bus Interchange Short term car parking is necessary to enable driver changeovers at the interchange. Driver changeover at the interchange reduces service delays that would otherwise occur if the driver changeover occurred outside the interchange. We believe there are both economic and customer benefits for interchange driver changeovers. The current proposal indicates a shared taxi and interchange user stand on the south side of Lichfield Street adjacent to interchange. We doubt this is sufficient to cope with the network driver changeover parking demand and request that the P60 area north of SOL Square also be allocated for short term parking (i.e. P10/15) for approved interchange vehicles. Short term parking of "kiss and ride" urban and inter-regional customers. While the majority of customers using the Bus interchange will arrive and leave on urban services there will be those who arrive or depart by coach and others who are picked up or dropped off at the interchange from cars. There is no obvious provision for a short term drop off/pick up point for these customers. Some customers have limited mobility or visual impairments which makes it essential that short term parking, taxi stands and coach parking is located close to the bus interchange entry points with clear signage to each service area.</p>	60	<p>On the Lichfield Street, the Taxi Stand on the south side of the street, just east of Colombo Street, will also operate as a bus stop between the hours of 6am- and 8am, outside of those hours it will be a taxi stand. There is short-term (P60) car parks provided on Tuam Street and Lichfield Street close to the Interchange. In relation to parking for dropping off inter regional passengers, there is also on street parking in Colombo Street, north of Lichfield Street and in Lichfield Street west of Colombo Street that can be used.</p>
60	<p>Short term Customer parking We note there are few options for short term car parking (e.g. P10/15). There will be many customers using inter-regional services that do not arrive or depart from urban or other inter-regional services The first suggestion is for Council to arrange short term free parking in the bottom floor of the Crossing car park directly opposite the interchange where the first 15 minutes is free (similar to airport parking). The parking building owner would gain higher utilization and additional income for stays longer than 15 minutes. The second suggestion is to allow disabled access parking on the taxi stand on North West edge of bus interchange recognising that this area is too small to accommodate all the potential users. Other customer would need to use other parks in the area that were available.</p>	60	<p>Short term parking that can be used for this purpose is available on Colombo Street and Lichfield Street to the west of Colombo Street. The maximum time limit recommended is P60.</p>

62	<p>The submiiter has provided an extensive outline of their business in Hereford Street and its status post earthquake. The submitter has stressed that parking of longer than 60 minute duration is a severe issue for this business. There is only very short stay and not enough long stay parking within a short walk of the business. They stress the CCC is not adequately dealing with such issues and feels that businesses in the CBD are unfairly disadvantaged to those in the suburbs whom do not have parking constraints on them. They feel that suburban parking should also be restricted to short term paid parking to ensure an even playing field, and outined this would raise revenue also.</p> <p>We do not agree that 47 on street parking spaces should be removed from this section of Tuam Street, nor that 19 spaces should be removed from this section of Manchester Street, and submit further that:</p> <ol style="list-style-type: none"> All of the spaces in which it is proposed to impose 60 minute parking should be 120 minute parking; and The no-stopping 'built-out' sections shown in Tuam Street and Manchester Street should not be 'built out' or no-stopping – these areas should be carparking spaces, of 120 minutes duration; and Until such time as the Council charges for on-street parking in suburban business areas, the on-street parking in the central city should be free, or a nominal charge of 50 cents per hour. 	64	<p>The consultation material stated that the Draft Christchurch Central Parking Plan was available as a public document however it is acknowledged this is not easy to locate. It can be found on the Earthquake Recovery Committee of the Whole (ERCOW) agenda for 7 August 2014 at: http://resources.ccc.govt.nz/files/TheCouncil/meetingsminutes/agendas/2014/August/CommitteeoftheW hole7August2014AGENDAOPEN.pdf</p> <p>The ERCOW Committee considered the proposed Parking Plan, and the meeting minutes state: "The Committee considered a report seeking its recommendation that the Council endorse the Christchurch Central Parking Plan. It was decided to refer the report to the Environmental Committee meeting of 26 August 2014, with a view to setting up a public workshop to discuss the plan with key stakeholders, with the outcomes of these discussions to be reported back to the Council, before the Christchurch Central Parking Plan is endorsed." A workshop was held on 9 September, there was a good response from the 75 participants. Staff are now responding to comments from the workshop and finalising the plan.</p> <p>The draft Parking Plan, even in its draft form, is intended to provide the key source of information for the Council, Crown and the development and business communities alike in gaining a shared understanding of ongoing parking needs and supply across the central city as it recovers. This information also enables the private sector to make informed decisions about their own parking provision and opportunities to be involved in the provision of private and public parking facilities. The Parking Plan is a non-statutory, live document with a supporting parking model.</p> <p>The draft Parking Plan forecasts the current and likely future (to 2041) parking demand and supply for the central city. This is based on the Urban Development Strategy projected land use scenario which shows the expected increase in the number of people living, working and visiting the central city. The data is used to estimate parking demand and supply for a range of activity types. The draft Parking Plan identifies the likely locations and quantity of parking facilities needed to support key destination areas and the central city as a whole. The recommended priority for the Council is to focus on the delivery of short stay (visitor) parking rather than long stay (commuter), through the rebuild of its own parking buildings and by working with the private sector.</p>
Comment #	<p>One way street</p>	Submitter #	<p>Project team response</p>
63	<p>I would like to submit my concerns around the proposed change of Tuam Street from its current two way street to a one way street. We have a business on the South side of Tuam Street on the block between Madras and Barbados we have occupied the site since the Earthquake in September 2010 when we were forced to move here from a damaged building. It is great concern to us how this change to a one way street will affect us and our ability to make a sucessful business in the central city that already has a lot of negative impacts, we believe the change will make it a lot harder for our customers to access us and our suppliers to make deliveries to us, a component of our business is manufacturing so we rely heavily on mid size trucks being able to deliver and pick up product from us with the constant change in traffic disruptions and road cones blocking parking bays we have all ready had many challenges in dealing with this and as part of this proposal we notice the parking on this street will be reduced.</p>	4	<p>As outlined in An Accessible City analysis found that some cities are changing some of their one-ways, but these are usually secondary streets and have significant alternative main arterial roads adjacent to them as vehicle movement links. In Christchurch, three one-way couples will remain as the main distributor streets of the central city. Transport analysis has shown that the conversion of any other than Salisbury and Kilmore Streets (that carry significantly less traffic) would be detrimental to the overall transport, safety and amenity outcomes sought for the city. This decision will not be revisited.</p>
64	<p>We don't understand why with the opportunity to make such changes to the city is it considered a good idea to introduce another one way street there have been numerous studies done and provided to the CCC by urban planners, city planners and traffic management experts that all say one way streets are detrimental to the revitalisation of inner city working and living, one way systems only provide a quick through fair for faster traffic trying to make an escape. Surly we want to slow down traffic provide safe walking and cycling passage ways through the city and encourage business to occupy these streets. If there has to be a one way system then should it not be around the outside of the main core of the CBD. Tuam Street is on the inside of the proposed frames so it doesn't make sense to create a frame around the city and then allow a one way through route inside it.</p>	4	<p>As outlined in An Accessible City analysis found that some cities are changing some of their one-ways, but these are usually secondary streets and have significant alternative main arterial roads adjacent to them as vehicle movement links. In Christchurch, three one-way couples will remain as the main distributor streets of the central city. Transport analysis has shown that the conversion of any other than Salisbury and Kilmore Streets (that carry significantly less traffic) would be detrimental to the overall transport, safety and amenity outcomes sought for the city. This decision will not be revisited.</p>

65	<p>Personally I'd like to see all the one way streets scrapped as has been proposed over the years by many experts and with the revitalisation and rebuild of the city with the introduction of the frame this seems like a perfect time to make these changes for a forward seeing city not one stuck in the ages.</p> <p>You only had to witness the demise of Lichfield Street, St Asaph Street, Barbados Street and Madras Street prior to the earthquakes these streets were not an appealing place to set up a business, rent a building or buy and maintain real estate in the city, there were run down buildings which were empty and the traffic on the street just kept on driving. This was all ways in ones mind when trying to find a car park during the day they were always easier to find a plenty on these streets because the one way system killed them.</p> <p>Yes I agree with creating safe cycle ways, walk ways, plant trees even create angle parks that make it easier for cars to park slow down the speed of traffic but PLEASE don't keep the one way systems especially running inside the Green Frames. They will kill some business that are already here or make them move to the outskirts of the city.</p>	4	<p>As outlined in An Accessible City analysis found that some cities are changing some of their one-ways, but these are usually secondary streets and have significant alternative main arterial roads adjacent to them as vehicle movement links. In Christchurch, three one-way couples will remain as the main distributor streets of the central city. Transport analysis has shown that the conversion of any other than Salisbury and Kilmore Streets (that carry significantly less traffic) would be detrimental to the overall transport, safety and amenity outcomes sought for the city. This decision will not be revisited.</p>
66	<p>One way shift from Lichfield to Tuam Streets. I support this change as it will assist with better access to the Retail Precinct.</p>	24	<p>Thank you for your submission, your support has been noted.</p>
67	<p>I like the fact that Tuam st will continue to be two way east of Barbadoes st – the more two way streets the better, in my opinion.</p>	26	<p>Thank you for your submission.</p>
68	<p>I support the one-waying of Tuam St</p>	27	<p>Thank you for your submission, your support has been noted.</p>
69	<p>The AA strongly supports the retention of the one way pair of Tuam (east bound) and St Asaph St (west bound).The reasons for selecting Tuam St to serve this west to east one way function for both buses and vehicle travel and distribution have been explained and are accepted by the AA.</p> <p>The AA observe that east of Barbadoes St it is proposed that Tuam St would become a two way street. It would appear best that this length be included in the one way system so that route choices are made at Fitzgerald Ave. This would also avoid the need for the two way west bound traffic, approaching from the east, to have to turn left (to the south) at Barbadoes St.</p> <p>(ii)The AA requests That Tuam St be made one way travelling east in the block from Barbadoes to Fitzgerald Avenue</p>	29	<p>Thank you for your submission, your comments regarding the continuation have been noted.</p>
70	<p>One way shift from Lichfield to Tuam Streets. I support this change as it will assist with better access to the Retail Precinct and shift the through traffic away from the core CBD.</p>	37	<p>Thank you for your submission, your support has been noted.</p>
71	<p>One way shift from Lichfield to Tuam Streets. The CCBA supports this change as it will assist with better access to the Retail Precinct and shift the through traffic away from the core CBD</p>	48	<p>Thank you for your submission, your support has been noted.</p>
72	<p>I am submitting in support of the proposal to change this street to a one way.</p>	49	<p>Thank you for your submission, your support has been noted.</p>
73	<p>All one way streets through the central city should be replaced with two way streets.</p>	62	<p>As outlined in An Accessible City analysis found that some cities are changing some of their one-ways, but these are usually secondary streets and have significant alternative main arterial roads adjacent to them as vehicle movement links. In Christchurch, three one-way couples will remain as the main distributor streets of the central city. Transport analysis has shown that the conversion of any other than Salisbury and Kilmore Streets (that carry significantly less traffic) would be detrimental to the overall transport, safety and amenity outcomes sought for the city. This decision will not be revisited.</p>
Comment #	Slow Core	Submitter #	Project team response
74	<p>The reduced speed limit is also important to improve safety for all users.</p>	19	<p>Thank you for your submission, your support has been noted.</p>
75	<p>Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route</p>	24	<p>Thank you for your submission, your support has been noted.</p>
76	<p>The inclusion of Tuam Street within the 30km/h slow speed core is supported. The reduced speed limit will not present any operational difficulties for vehicles arriving and departing the Precinct, but will however provide benefits for those walking and cycling to and from.</p>	32	<p>Thank you for your submission, your support has been noted.</p>
77	<p>Lower speed at 30km/hr in core. I support this change which will discourage people using the CBD as a through route and make the core CBD more pedestrian and cycle friendly.</p>	37	<p>Thank you for your submission, your support has been noted.</p>
78	<p>Lower speed at 30km/hr in core. The CCBA supports this change as it will discourage people using the CBD as a through route and make the core CBD more pedestrian and cycle friendly.</p>	48	<p>Thank you for your submission, your support has been noted.</p>

79	While recognising that Tuam was intended to be 30kph along its length from the first Accessible City it seems to me that if 30kph restricted zones were established at the hospital super stop and around the interchange the remainder of Tuam Street could be 50kph and enable the equivalent traffic flow capacity as on St Asaph Street to the South. Having Tuam at 30 and St Asaph at 50kph seems to be a substantial compromise on service capacity when only two areas actually need restricted speeds.	60	One of the key changes from the draft chapter of An Accessible City will be extension of the 30km/hr speed limit of the Inner Zone to include the one-way streets running through this Zone. This is in response to strong feedback received, and will ensure the Core/Inner Zone is consistent and legible to users while still supporting the flow of vehicle movement along the streets. The reduced speed environment provides a safer transport system with an improved environment. The Outer Zone of the Central City will remain at 50km/hr speed limit enabling efficient access to the Core, though some slower operating speeds in local residential areas is possible.
80	We agree that these portions of Tuam Street and Manchester Street should have a 30 km/hr speed limit, along with the rest of the Core	64	Thank you for your submission, your support has been noted.
Comment #	No left turn into High Street from Tuam	Submitter #	Project team response
81	Without the elimination of this preliminary decree, any vehicles travelling East along Tuam and finding all available parks taken would expect the historic option of left turning into High Street, to search out the much used P10 car parks directly in front of the building, and if occupied, search further along High Street prior to entering Manchester Street to re-circle the block in the hope of better luck this time.	16	Following further discussion with affected parties this movement has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans. An additional P10 space has been provided on Tuam Street and the 4 car parks closest to the front door of these businesses are now P10 spaces. In total five P10s are on Tuam Street and one on High Street for these businesses.
82	Turning left into High Street must be revisited, as the 'No Left Turn' would be of real frustration, as the alternative route makes little sense, and would prove just too confusing for many.	17	Following further discussion with affected parties this movement has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans.
83	The Left hand turn from one way Tuam into High st could easily be achieved by re-arranging the planter box area in front of "Alices" and narrowing off the foot paths.(There was a slip way in front of Alices that was removed in the 1990's this could be moved and reinstated.	35	Following further discussion with affected parties this movement has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans.
84	We are the proprietors of (Name Supplied), which is situated in the (Name Supplied)on the corner of High and Tuam Streets. Our business remains very vulnerable, due to its isolation in the central city and because of the disruption to trade that roadworks and building will cause over the medium term. As such, our business requires accessibility of private motor cars in the short to medium term. We strongly object to the removal of a left hand turn from Tuam Street to High Street. The one way encourages people to drive past and removing the left hand turn restricts from anyone stopping altogether at our business. We respectfully ask that this be reinstated.	52	Following further discussion with affected parties this movement has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans.
Comment #	Bus lanes	Submitter #	Project team response
85	I noticed there is only one 'bus lane' along Tuam Street, which is rather small, only going 20m or so. As this will be a very congested bus corridor, as it accommodates all buses coming from Riccarton, I would like to see a dedicated bus lane along Tuam Street, even if it were only the block from Durham to Colombo St. With Manchester St's transformation into a bus priority corridor, a corridor which has the same number of bus routes (5, with three high frequency routes) going down it as Tuam, I would like to see more bus priority measures down Tuam Street.	39	Thank you for your submission. At this time it is not proposed to install bus lanes along Tuam Street.
Comment #	Other comments	Submitter #	Project team response
86	Support trees and pedestrian spaces.	10	Thank you for your support.
87	Finally, I am interested to note that in all the current accessible city plans up for consultation there is mention of storm water changes - I would have liked more information on what is proposed and how it fits with the biodiversity enhancement of the Avon River. I also would like to understand how the new street lighting & street furniture with add both character to and area and enhance he concept of 'slow pedestrian zone'. Is there a possibility for a design competition for these features in order to create unique signals for each area or zone?	13	The design team are investigating the use of passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. Street lighting and street furniture will be addressed through detailed design.

88	<p>Some comments as owner/custodian of the landmark (Name Supplied) (Circa 1931), situated on the corner of Tuam and High Street. We are concerned with the draft transport plan and the ramifications directly affecting the operation and functionality of our building. Some background - Until the mid 1990's there was a slip road directly in front of this building linking Tuam with High Streets. I was approached by CCC with the suggestion of closing this road. As the most affected party, being owner/operator of (Name Supplied) and the building itself, I was asked my views. After due consideration, and consultation with the then tenants and customers, agreed to that request if we were to retain the six or so P10 parking spaces visitors to the area had enjoyed over the years, (and the reason (Name Supplied) took up residency there in the first place), would have no objection to this trade off. Peter Aitkinson was the CCC spokesman who negotiated this arrangement. No time frame was spoken of at that time. The belief was that this was a permanent arrangement. I believe this constituted a contract. To reiterate - Actioning the three observations made in this submission in our neck of the woods should be taken very seriously, if we are to thrive and prosper and to bring An Accessible City to life...</p>	16	<p>Following further discussion with affected parties an additional P10 space has been provided on Tuam Street and the 4 car parks closest to the front door of these businesses are now P10 spaces. In total five P10s are on Tuam Street and one on High Street for these businesses.</p>
89	<p>Looking to the future, (Name Supplied) has the intention of opening another (Name Supplied) in the building. These plans are now on hold as the outcome of the road designs will influence the future of the (Name Supplied) brand. If the proposed plans go ahead, access to and from the building will prove too restricting for any future projects in the building which involve the public. Trust these salient points will be discussed further as I have a 29 year old business to protect, and for all it has been through, would a travesty to falter in the name of 'An Accessible City'.</p>	17	<p>Following further discussion with affected parties this movement has been reinstated the left turn into High Street and the intersection of Tuam Street and High Street reconfigured, please see the updated plans. This will help with access and movement at this location.</p>
90	<p>This will make more options available and going into the city more pleasurable.</p>	18	<p>Thank you for your submission, your support has been noted.</p>
91	<p>Free left and right turns within the frame. In principal all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr cars in the core are there for CBD access and no longer as a through route. This traffic plan is based on a theatrical need for 2031 and should not be imposed upon a city that has its own road and rebuild construction making road access difficult. This could be looked at in 10-20 year time again if need be.</p>	24	<p>The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling, and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.</p>
92	<p>The critical issue raised by Orion is that some aspects of the roading proposals will inhibit (or in some cases prohibit) access to these utilities. From the information available these restrictions appear to be primarily in the form of kerb and channel and/or landscaping proposals. It is essential that there are no access restrictions to lifeline utilities such as those associated with electricity distribution and supply. Within this context Orion wishes to establish ongoing dialogue with the Council through the detail design phase to ensure appropriate access arrangements can be provided. It is anticipated that similar issues may arise as future Accessible City transportation projects are rolled out. Accordingly, it is requested that the Council actively engage with Orion during the concept development phase of such proposals.</p>	25	<p>The CCC will actively engage with Orion during the design phase to ensure that Orion's requirements are considered and catered for.</p>
93	<p>I also like the idea of the Tram running up Poplar Lane and down High St. However I do have a concern that allowing the Tram to cross Tuam St will cause undue delays for the traffic on what will then be a fairly congested major eastbound route, which will also be carrying a large number of buses. The time taken for the tram to stop, ring it's bell, wait, check all is clear and then laboriously cross Tuam st does make me wonder whether all the delay will actually be offset by any benefit that the Tram may bring to the Upper High St area? The fact also remains that despite all the good intentions and hard work by some, many of the buildings in this area are likely to be years away from resurrection, going by current progress.</p> <p>By way of an alternative (and I admit here that I have no idea about what turning circle is required by a Tram) I do however wonder whether it may be possible to have the Tram turn out of Poplar lane and then travel across what is currently vacant land either side of the existing Cotters Building, and re join High St heading back north into town? Please refer to the attachment. This route could be made visually very appealing and may also provide an opportunity for the hospitality outlets in the area to interact with the tram.</p> <p>The presentation of the proposed changes in the folders was really well done, and the illustrations excellent, which all made it very easy to understand and then make comment. Thanks.</p>	26	<p>The number of buses using Tuam Street will be relatively low as buses exiting the Interchange on Tuam Street will be heading primarily for St Asaph Street for westbound trips. Most eastbound trips will use the Manchester Street Superstop before heading east via Gloucester Street or Hereford Street (depending on the final destination). Due to the turning circle of the tram it would be difficult to turn the tram from Poplar Street directly into High Street.</p>
94	<p>Plant three new trees outside the Bus Interchange on the northern side of Tuam Street. Two between the two interchange access points, and one on the eastern side of the eastern access point. Use Broad-leaved Lime Trees (Tilia platyphyllos) in keeping with the others proposed</p>	28	<p>Thank you for your comment. This can be investigated through detailed design.</p>

95	<p>I refer to a document titled "Consultation Number 1 and Consultation Number 2". I am making this submission on behalf of the owners of properties located on the corner of Tuam and Durham Street (Name Supplied). We have no particular issue or concern with the proposed projects to achieve your desired "Accessible City". Specifically with respect to the (Name Supplied) Properties we are concerned with and require further detail around: 1. The practical means by which Tuam Street will convert to one way on and from Durham Street. 2. The implications to on-street parking. 3. More detail of the design of the proposed cycleways for Tuam and St Asaph's streets and in particular the means for ongoing access egress for vehicles over these cycleways onto business and other premises operating off those streets. I also note and am interested to see that the projects do not include either in outline or any detail what we understood was to be a proposed cycleway, public realm, accessway running on an east/west line in the centre of the block between Tuam and St Asaph Street, that is, the South Frame. We take it that the proposal for cycleways now, on Tuam and St Asaph Streets obviates the need for a further cycleway running through the centre of those blocks from the so called innovation precinct to the health precinct and including Hallet Street?</p>	95	<p>A follow up meeting has been held with this submitter to discuss their concerns.</p>
96	<p>The Ministry of Justice supports in part the proposed changes to Tuam Street. The ultimate use of the section of land between the Precinct car storage building and Colombo Street is not yet settled, and there are a number of potential development scenarios. In most cases it is likely that providing rear servicing will result in improved urban design outcomes on the Colombo Street frontage. The plans show an access is to be provided to serve this land, located approximately 45m east of the internal Precinct laneway and adjacent to the eastern side of the car storage building. The inclusion of the access and its general location are supported, but as the layout options for land to the east of the Precinct are still being developed, the Ministry requests that there is further liaison regarding this access location during the detailed design of Tuam Street. The provision made for the vehicle crossing serving the internal laneway within the Justice and Emergency Services Precinct is supported, noting that a left-turn lane as shown was included as part of the scheme design brought forwards in the resource consent for the Precinct.</p>	96	<p>Agreed. The design team will meet with the team to discuss the access arrangements.</p>
97	<p>However the lane is shown as 13m in length whereas it appears possible to extend this through using a section of the adjacent kerb buildout. Accordingly the Ministry requests that the left-turn lane is extended to further mitigate any effects of turning traffic on the through traffic using Tuam Street. The high number of employees on-site and nature of the activities at the Precinct means that loading activities can be frequent, and so it is important to ensure that adequate provision is made for delivery vehicles.</p>	97	<p>The left turn lane into the Justice Precinct site has been lengthened to accommodate 3 cars.</p>
98	<p>This document asks the building owners in High Street to "consult" on major decisions regarding 2 intersections Lichfield/High and Tuam /High- with insufficient information. No indication has been given to us regarding the St Asaph/High Intersection or the layout of High Street itself. This is patently absurd. All the intersections with High Street are unknowns or will need to be revisited. The planting of Tilia platyphyllos in Tuam St borders on the insane. Tilia platyphyllos is a species of flowering plant in the family Malvaceae. It is a deciduous tree, native to much of Europe, including locally in southwestern Great Britain, growing on lime-rich soils, these grow to 30-35m high. Do we really want 30m high trees???? RE: The trees that have been planted in the city roadways. There is a predominance of pin oaks, lime trees. - It is time to use native trees and stop planting these high, sap dripping, leaf dropping nuisances. It is time to lose the English Garden look. eg Plant-- Coprosma Virescens, Olearia Fragrantissima, Coprosma Wallii, all 3-4 m high. anything but sodding oaks.</p>	98	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which is due to open in the second quarter of 2015, mean that approach is not practical.</p>
99	<p>I live here and work here and I'm wondering what you mean by an accessible city, to whom are you meaning it will be accessible? as you certainly don't appear to want anyone who actually drives a car to get into the city. It seems that you think the only people who should be in the city are cyclists and pedestrians, well hello that's not the case at all. This is a city not a tourist town and all the plans seem to be turning Christchurch into a tourist town not a functioning City. All your overseas traffic engineers live in City's that have been built for hundreds of years and millions of people and thus have serious design issues, please think about that before you ruin our nice city. The idea of living in the City Centre in an apartment is fine for them, but most people don't want that, they have chosen a lifestyle that means they can actually have some space around them and thus they will be travelling by car into the city, and not by bike or bus or foot. Have you learnt nothing from Wellingtons experiment with having cars, bikes, and pedestrians in the same area, it doesn't work. There will be accidents as pedestrians won't be looking out for vehicles and it's not fair to put all the onus onto the motorist, both pedestrians and cyclist have a duty of care but yet again you will blame the motorist if a pedestrian walks out in front of them and gets hit.</p>	99	

100	<p>Just because there was an earthquake does not mean we have to completely change everything, maybe that's what the planners and blue sky people want, but realists don't and it's the realist that make up the majority of people in Christchurch and will be paying for the changes. Given that the council actually now has no money because they and the government have completely messed it up by building totally unnecessary sports facilities, green zones and waterway parks and now major road changes. Everything didn't need to change, just the basics needed some fine tuning. The city took over 100 years to develop but we have this insane idea it should be rebuilt in 5 or six years, why? It will take many years. The city needs to save serious amounts of money so why change everything, these roading projects are just a frivolous waste of rate payer money, just so some planners can have a blue sky free for all redesign of the city. If we really were serious about saving money we wouldn't even be thinking about these changes. And if we did we would cut them back to just basics, or lets actually fix what broken, that would be novel. For example why remove cars form Oxford terrace?</p>	36	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. The future central city will be a place that welcomes people no matter how they travel. Accessible City recognises that people will continue to drive cars as well, but too many vehicles during the peak periods will lead to congestion. Cars will still form the major form of travel to and from the city - it's about striking a new balance between various modes of travel and the choices we make as a community and individuals. Accessible City aims to triple both bus patronage and number of cyclists travelling to the central city as well as significant growth in the number of people who choose to walk to and around the central city. An Accessible City was produced following consultation in 2012 and 2013 and includes feedback that was sought through the 'Share an Idea' campaign.</p>
101	<p>It is a hugely busy stretch of road. It is the simplest route into the city from the southwest of the city which is one of the fastest growing areas in the city boundary. That area also takes traffic from Lincoln and Prebbleton also extremely fast growing areas. Please don't try and convince me this is the councils plan for an accessible city as we all know that what was developed by the council was rejected by the government and they brought in their own planners and redesigned what the citizens wanted, to what suited them. They brought in overseas planner who don't understand the way we live in New Zealand. We like having some space and grass around our houses. They live in large cities of millions of people not thousands and what might suit them is not what is wanted here in a small city. I guess you are just trying to implement the hidden agenda, which is a green agenda, i.e. let's get those hideous cars out of the city, and yes that's exactly what you'll do, they'll go straight to the malls and suburban commercial areas. And then anyone foolish enough to move back into the city will then have their hand out to the council for money because no one is coming to their business anymore.</p>	36	
102	<p>I'm tired of hearing the earthquake meant we had a chance to redesign and rebuild, we didn't, we just had the chance to rebuild new buildings that would be our future heritage. However we seemed to have failed that as well and every building looks the same, a square class box that looks something like a shipping container, well done to the architects, we now have permanent containers. We had enough issues to fix the broken infrastructure and damaged housing stock, but instead we've blown the money on unnecessary fancy indoor sports stadiums, full scale street redesigns and an eastern green zone on the edge of the CBD which meant buying up buildings that survived the earthquake and then knocking them down, how silly is that. All we should have done is taken the opportunity to put a few more green spaces into the square and where one or two buildings came down. Sort out a couple of problem intersections, by putting in a green turning arrow for right traffic, but not a complete redesign that is just an irresponsible waste of money which should have been spent on fixing roads and broken infrastructure, not blue sky feel good redesigns.</p>	36	
103	<p>This piecemeal approach to consultation on vital infrastructure is disempowering to the public and facilitates poor outcomes and public dissatisfaction. Rolling out the rebuild in this way is clearly favouring business as usual, not the vision found in consultation or modern transport planning. Spokes encourages CCC to meet with us and other stakeholders to consider plans more comprehensively to achieve better outcomes. At the very least links to related projects and relevant background material need to be provided. Quoting from the consultation document "The Council cannot make decisions on annual plans and long term plans under the Local Government Act that are inconsistent with the Recovery Plan and its gazetted An Accessible City transport chapter." The quakes have brought us central government dictating the development of the central city and rendered public consultation a sham. Please do your best to honour the Share an Idea outcomes and implement the goals of the CTP. Thank you and good luck. Please refer to the attached Spokes submission to the CCDU Accessible City Transport chapter which made clear the gross failings of that plan and offered real alternatives.</p>	43	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange which opens in the second quarter of 2015, mean that approach is not practical.</p>
104	<p>2. Context 2.1. (Name Supplied) has a variety of land holdings within the Central City. Notably for this round of consultation, they are involved in developing retail and associated car parking at 71 Lichfield Street and 166 Cashel Street - more commonly known as The Crossing. 2.2. Fundamentally, (Name Supplied) support the provision of an efficient integrated transport network within the City Centre. Noting this, (Name Supplied) is concerned that the information provided in AAC Consultation 2 sets out what the road network will look like, but not how it will operate. Additional information is required to understand the effects of the proposed road network changes in order to have confidence that efficient traffic operation will be provided in the re-developed Central City. 2.3. Importantly, (Name Supplied) considers that the consultation being undertaken with respect to AAC Consultation 2 fails to meet the requirements of the Local Government Act 2004 with respect to consultation on road changes. It is the view of (Name Supplied) that the failure to provide detailed information about the balance of the road network in the Central City (or at least the Core) renders the consultation exercise almost meaningless. Accordingly although (Name Supplied) generally supports the transport improvements proposed in AAC Consultation 2 it does so on a qualified basis.</p>	45	

105	<p>3. Comments</p> <p>3.1. (Name Supplied) generally supports the transport improvements proposed in AAC Consultation 2 on the proviso that the road network will continue to operate efficiently. Whilst it is agreed that passenger transport, walking and cycling have an important role in providing access to and within the Central City, access by private motor vehicle is likely to remain the dominant transport mode of travel within the City and the provision for alternative modes should not be promoted to the significant detriment of private car travel.</p> <p>3.2. In this regard it is specifically noted that Lichfield Street (which will provide direct vehicle access to The Crossing car parking building) is identified as a local distributor road in AAC. These roads are also specifically identified in the same document as the preferred access routes to parking precincts. (Name Supplied) therefore seek some assurance that any planned upgrades to the road network achieve this vision.</p> <p>3.3. The consultation material provided sets out the details of how the streets will look, however it does not indicate how well the road network is predicted to operate. Therefore, (Name Supplied) are seeking confirmation from the Council that the proposed road network will operate satisfactorily with the proposed changes in place. To understand that, information is also required regarding the layout of the Central City road network as a whole. This will assist in understanding whether the various turning restrictions proposed are acceptable or whether they will result in undue inconvenience for drivers within the City – particularly those wanting to access the public car parking facility at The Crossing.</p>	45	
106	<p>3.4. It is understood that traffic modelling has been undertaken of the City Centre to confirm that the broad concept of the proposed transport network will have an acceptable operation. As such, it is requested that concept cross-sections and intersection arrangements that the traffic model is based on are provided to give an indication as to how the specific proposals in AAC Consultation 2 tie-in with what is envisaged for the wider transport network. In addition, a summary of the traffic operation as predicted by the modelling should also be provided to confirm that the road network will operate satisfactorily within the developed Central City.</p> <p>3.5. The information requested needs to be at a finer grain than provided in the initial An Accessible City Strategy, which is at too high a level to infer proposed cross-section and intersection turning restrictions. The aim of receiving the additional information is to avoid a scenario in which (Name Supplied) are being required to assume the layout of the wider road network whilst considering specific proposals in on-going piecemeal consultation.</p> <p>3.6. Only with a good understanding of the envisaged Central City road network and confirmation that the traffic routes will operate efficiently can meaningful comments be made regarding the proposals outlined in AAC Consultation 2 and further transport proposals as they arise.</p> <p>3.7. (Name Supplied) particularly notes that the consultation plans are incomplete in relation to the Durham Street South / Lichfield Street intersection. To undertake consultation without knowing the details of this important intersection seems premature. (Name Supplied) wish to reserve their rights in making comments regarding the consultation plans until the Durham Street south / Lichfield Street intersection information is provided.</p>	45	A follow up meeting has been held with this submitter to discuss their concerns.
107	<p>3.8. The comment in relation to incomplete consultation plans equally applies to the High Street / Manchester Street intersection and the proposed Manchester St Boulevard where details were not provided in either respect. In particular, (Name Supplied) want to know:</p> <ul style="list-style-type: none"> • how access is to be provided from the Manchester / Lichfield St corner into and out of the section of High Street between Cashel Street and the Manchester / Lichfield St corner; and • how the Manchester St Boulevard will affect the Manchester / Lichfield St intersection and traffic flows in the vicinity. <p>3.9. There is not any detail in relation to materials and quality of finishes for the proposals in the AAC Consultation 2. We presume that the Council will consult on these details in due course and we reserve our rights to make submissions in that regard.</p> <p>3.10. Overall there is a lack of information about how vehicles will be able to travel around the City in the future. As an example, the lack of information regarding future turning restrictions means that it is unknown how vehicles exiting Lichfield Street will travel east because there may or may not be turning restrictions proposed that are outside of the area currently being consulted on. The same concern would apply to drivers accessing Lichfield Street. This is one example that indicates the difficulty in consultation on specific changes without being provided the context of the overall changes proposed to the transport network.</p>	45	
108	<p>Free left and right turns within the frame.</p> <p>In principle all roads within the frame should be able to do left and right turns to make this city a truly accessible city. Otherwise restricting some turns will significantly increase travel distances and frustrate drivers. With travel speeds being a maximum of 30km/hr, cars in the core are there for CBD access and no longer using the CBD as a through route.</p> <p>The comments made above regarding the 2031 traffic projections are relevant generally across the city – if free left and right turns within the frame are to be prevented, then at the least there should be a transitional period while the city rebuilds.</p>	48	<p>The North, East and South Frames will reshape central Christchurch and define a central city Core. They will also allow for new green space alongside a range of commercial and residential development opportunities. The lanes will add a visual and open space amenity, which will get people back into the city to enjoy walking, cycling, and playing. Where the South Frame lanes meet streets, pedestrian and cycle connectivity will be enhanced but through traffic will be discouraged. Tuam Street and St Asaph Street are the key traffic routes for eastbound and westbound movements.</p>

109	<p>Tuam Street (Sheet 5) We acknowledge that the previously approved Stage 1 loop from Poplar Street past McKenzie and Willis and the Alice (ex Post Office) building is no longer feasible with the decision now made to convert Tuam Street to one way East bound, and we support the new layout for the tram route as shown on the plan. What is not clear is what will happen further along the southern end of High Street and beyond, and we request that route options for this area be investigated by the Council and CCDU and that the Council make provision for its construction and completion in the early years of its Long Term Plan, now in preparation. The rails across Tuam Street should be laid at the same time as the other roading improvements shown in the plan are undertaken.</p>	59	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange, mean that approach is not practical.</p>
110	<p>To whom it may concern; Our family owned a music venue in the Poplar Lanes area, called (Name Supplied), that went down in the February 2011 earthquakes. We opened (Name Supplied), on the corner of Victoria Street and Bealey Avenue, as a temporary measure, until we could move back to High Street, the side of town we call home. We've finally managed to open (Name Supplied), at 172 High Street, the only building in use, from the old Poplar Lanes buildings. We are one of three businesses that are open and operating on that part of High Street and have a close relationship with the other two, being (Name Supplied) and (Name Supplied). We would like to make a submission, supporting both of the documents that you've already received from (Name Supplied) and the family behind (Name Supplied), with the additional comments: 1) We would like to see the road remain as it always has, on the corner of High, Lichfield and Manchester Streets. Our reasoning for this is a) we can't understand how people walking over this intersection are going to be safe when a tram is passing. b) it is going to be incredibly hard for people to access High Street as there will now be an island in the middle of Manchester Street and it will be a very sharp turn. c) this is how the road was designed to work, in the original town plans and in a city that has lost so much history, we are clinging onto as much as we still can. We are more than happy to come along as a family and make a submission to you personally, if you see fit</p>	60	<p>There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. High Street will be restricted to left-in/left-out at the intersection with Manchester Street due to the proximity of the intersection of Lichfield/Manchester. Following further discussion with affected parties the left turn movement to High Street has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans. An additional parking space has been provided on Tuam Street and the 4 car pars closest to the front door of (Name Supplied) are now P10 spaces.</p>
111	<p>Thank you for the opportunity to provide feedback on the second consultation for An Accessible City Projects. Red Bus generally supports the proposals and particularly the transport hub and pedestrian friendly concept that supports a strong transport network for moving people around the city and jins up with inter-regional services.</p>	60	<p>Thank you for your submission, your support has been noted.</p>
112	<p>Narrowed entry from Durham St and Manchester St into Tuam, allowing for no tolerance and no room for error. Increasing risks to both cyclists and vehicles. How are buses expected to turn in when there are cars and cyclists? And how will cyclists heading south on Durham St not be placed at a greater risk by buses wanting to turn left? Trees – it is important that these are not positioned in a place that impedes or obstructs the view of those entering or exiting car parks. The trees located immediately at the Durham St intersection will impede the view of those parked in these first car parks, and will not see the cars 'flying' around the corner. Protruding patterned areas – these are now unnecessary 'luxury items' that the rate payers can no longer afford. They add layers of cost, waste money we don't have and are not priority expenditure for Christchurch. These areas are needless obstructions that increase the risks to cyclists and cars. These areas also consume potential parking spaces. The justice precinct alone will increase demand for parking spaces. Choice of plantings – it would be great to see the use of NZ natives such as lancewoods and pohutukawa rather than the English or European exotics. Amendments - Remove the limiting paved obstructions, Remove curb obstacles – keep the curb linear, Reduce the width of the pedestrian walkway on the south side of Tuam between Colombo and Manchester, Maximise car park spaces, Remove the trees from the carriage way and place them off the road, Relocate the cycle lane to the south side of Tuam St</p>	60	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010. The design will provide for passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas. The location of the trees in the parking area is designed to visually narrow the street to reinforce the 30km/h speed environment. The schemes have been safety audited to ensure that visibility , turning circles etc are appropriate.</p>
113	<p>The main issue with the overall design concepts is the compromise of functionality and safety for the sake of beautification. As a city we can no longer afford the items that used to represent our typical standard pre earthquakes, these are now deemed luxury items. With the current state of the financial affairs of this Council these sorts of items should not even make it into a design brief, it is needless spend and not priority. Keep it simple, keep it functional, keep it affordable and don't gold plate it.</p>	60	<p>An Accessible City seeks to create a transport network which makes it easy, safe and enjoyable to move around. The future central city will be a place that welcomes people no matter how they travel. Accessible City recognises that people will continue to drive cars as well, but too many vehicles during the peak periods will lead to congestion. Cars will still form the major form of travel to and from the city - it's about striking a new balance between various modes of travel and the choices we make as a community and individuals. Accessible City aims to triple both bus patronage and number of cyclists travelling to the central city as well as significant growth in the number of people who choose to walk to and around the central city. An Accessible City was produced following consultation in 2012 and 2013 and includes feedback that was sought through the 'Share an Idea' campaign.</p>

114	<p>Public safety has to be the paramount concern of any proposals the CCC put to the community. It must override all competing interests. To deliver anything less is to give us something that will be second rate. When Richard Osborne says "trade-off" he means he is compromising the safety of the people who don't drive cars. Shared Space concept is unsafe for the most vulnerable users - people walking and cycling. We have already had a cyclist rammed from behind for getting in the way of a motorist in a Chch central city shared space location, injuring him, traumatising his daughter and wrecking his bike. The myth is debunked in detail here....http://www.aviewfromthecyclepath.com/2014/04/shared-space-revisited-hype-continues.html And is backed up through crash statistics in shared space here... http://www.aviewfromthecyclepath.com/2014/04/where-crashes-are-shared-space-and.html</p>	62	<p>On Lichfield Street, between Durham Street and Colombo Street, and Colombo Street, between Lichfield Street and Hereford Street, the carriageway has been narrowed to help reinforce the low speed environment and allow space for wider footpaths. The traffic lane widths will accommodate a range of motor vehicles but are not wide enough to have a motor vehicle and cyclist travel side by side in the lane. If a cyclist is in the traffic lane and there is oncoming traffic, motor vehicles will have to follow behind the cyclist. This arrangement will need to be communicated to the drivers and cyclists through good design and potentially signs and surface markings. There are currently no standard signs and markings in New Zealand for this purpose however trials of 'sharrow' marking are underway. This is a large cycle symbol with arrow heads that indicate where the cyclist should position themselves in the road so they are clear of car doors. It communicates to drivers that cyclists could be in the road ahead and where they will be positioned. The detailed design of the streets will be addressing reinforcement of the low speed environment, the communication to users issue and this will be supported by education.</p>
115	<p>Ngāi Tūāhuriri Rūnanga hold manawhenua status for the location of the proposed transport projects. As such, they have ancestral and contemporary associations with the area that is the subject of these proposed changes. The natural resources – water (waterways, waipuna (springs), groundwater, wetlands); mahinga kai; indigenous flora and fauna; cultural landscapes and land are taonga to the Rūnanga and they have general concerns for activities adversely affecting these taonga. The relationship of Ngāi Tūāhuriri Rūnanga to these taonga are integral to their cultural identity and they have a kaitiaki responsibility to protect them. The protection of these taonga as being of high cultural significance to Ngāi Tūāhuriri Rūnanga are articulated in the Mahaanui Iwi Management Plan (IMP). While the proposed changes are primarily about transport network changes, there are opportunities to explicitly recognise Ngāi Tūāhuriri Rūnanga values in the proposed changes that have not been included. This exclusion results in perpetuating the invisibility of Ngāi Tūāhuriri Rūnanga in the urban landscape as having a distinct cultural association and identity to the place.</p>	63	
116	<p>It is imperative that there are explicit measures that recognise these cultural associations in the proposed changes which will assist in an improved visibility and sense of the history and identity of in the Ngāi Tūāhuriri Rūnanga in this urban landscape. As articulated in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" (see below), there are concrete measures that can be included. Some of these opportunities will be expanded on in the following sections.</p> <p>1.3 Subdivision and development can provide opportunities to recognise Ngāi Tahu culture, history and identity associated with specific places, and affirm connections between tāngata whenua and place, including but not limited to:</p> <ul style="list-style-type: none"> (i) Protecting and enhancing sites of cultural value, including waterways; (ii) Using traditional Ngāi Tahu names for street and neighborhood names, or name for developments; (iii) Use of indigenous species as street trees, in open space and reserves; (iv) Landscaping design that reflects cultural perspectives, ideas and materials; (v) Inclusion of interpretation materials, communicating the history and significance of places, resources and names to tāngata whenua; and (vi) Use of tāngata whenua inspired and designed artwork and structures. 	63	
117	<p>Landscape design and use of indigenous species Ngāi Tūāhuriri Rūnanga oppose the use of exotic species for the proposed tree plantings. The planting of exotic species undermines their relationship with native, indigenous species as they provide mahinga kai and biodiversity values and are a taonga. Christchurch city is a highly, urbanized and modified landscape and the native indigenous species of the area have been seriously depleted. To address this, Ngāi Tūāhuriri Rūnanga promote the restoration of native species for the proposed tree plantings. The protection and restoration of indigenous flora and fauna is identified as a key component in the Mahaanui Iwi Management Plan (IMP) as seen below: Policy TM3.1 To approach the restoration of indigenous biodiversity in the takiwā based on the following principles: (a) Restoration of indigenous biodiversity is about restoring original and natural landscapes, and therefore the mauri of the land; and (b) Restoration of indigenous biodiversity is about restoring the relationship of Ngāi Tahu to important places and resources; including planning for customary use. As such, Ngāi Tūāhuriri Rūnanga require the use of native species for the all the landscaping work, as this would provide an opportunity to restore and enhance the areas with locally sourced native plantings which provide biodiversity and mahinga kai values.</p>	63	<p>The landscape design of the An accessible City - transport projects have been carefully considered taking into account many aspects that effect the design of an urban space. The trees selected are consistent with both the Central Christchurch Public Realm Network Plan and the Central City Street Trees and Gardens Master plan 2010. The design will provide for passive rain gardens that will take water off the road into gardens beds and tree pits where there is enough room within the existing infrastructure to create these passive irrigation areas. The design will incorporate locally sourced native plant species in these garden areas.</p> <p>Council have received a request for inclusion of a Matai around the Bus Interchange and we are looking at potential locations where this could be incorporated into the streetscape. On Lichfield Street, our design takes account of the Aotea Square features.</p>

118	<p>Protecting and enhancing waterways, groundwater and waipuna Ngāi Tūāhuriri Rūnanga wish to highlight the need for the inclusion of adequate stormwater treatment devices in the designs. This would include low impact design techniques to treat stormwater contaminants such as the use of pervious or semi-pervious surfaces for cycleways, roads and footpaths; rain gardens as part of the general landscaping and tree pits to be established as part of the proposed tree plantings.</p> <p>The issue stormwater is significant to Ngāi Tūāhuriri Rūnanga due to the nature of the potential contaminants in the stormwater such as heavy metals that may enter or leach into the waterways, groundwater and waipuna (springs). Protection of the water quality of these waterways would help towards restoring the cultural health of the waterways and hence its mauri and provide for the relationship of Ngāi Tūāhuriri Rūnanga with water as a significant taonga. The IMP includes the following policies regarding the protection of waterways from stormwater:</p> <p>WM6.8 To continue to oppose the discharge of contaminants to water, and to land where contaminants may enter water.</p> <p>WM6.9 To require that local authorities work to eliminate existing discharges of contaminants to waterways, wetlands and springs in the takiwā, including treated sewage, stormwater and industrial waste, as a matter of priority.</p>	63	
119	<p>Urban design As identified in the IMP's "Ngāi Tahu's Subdivision and Development Guidelines" above, concrete measure to give visibility to Ngāi Tūāhuriri Rūnanga cultural values in the proposed urban design can include: tangata whenua artwork in the streetscape such as cultural designs in the concrete pathways and cycleways; tangata whenua structures such as pou at sites of significance; and tangata whenua interpretation panels along the cycleways and pathways.</p> <p>2.4 Wahi tapu and sites of significance Wahi tapu and sites of significance to Ngāi Tūāhuriri Rūnanga need to be identified and protected in the proposed changes as a matter of high significance.</p> <p>3. CONSULTATION It is critical to point out that the above opportunities to incorporate Ngāi Tūāhuriri Rūnanga's cultural values in the proposed changes need to involve consultation with Ngāi Tūāhuriri Rūnanga before any measures are undertaken.</p>	63	
120	<p>It is very difficult to make any detailed comment unless one knows the intensity of the various forms of traffic which lead into the above streets. No indication of this was provided. The only indication we have is a "Press" article reporting bus movements up to 100/ hr from the Bus Exchange. This would seem to place a heavy load on the "Two-Way" Lichfield St. It is impossible to comment on the proposals for vehicular traffic without knowing what is proposed for adjacent roads. May we make a suggestion: Firstly, develop a safe plan for cycling within the inner city, one that avoids the recent horrendous accidents recently reported and then develop the plans for vehicular traffic around those. While Tuam Street may become safer for cyclists, it is too remote from the CBD. Your planning priorities need rethinking.</p>	65	<p>An Accessible City outlines the philosophy to be applied to each type of street in Central City. Given the number of streets with the central city it is difficult to present the detailed designs for all of the streets at the same time. This is why the street improvements have been phased over the coming years. The streets forming part of this project are part of the first phase. Although it would be ideal to consult on all the first phase projects at once the varying dependencies with other developments, in this case the Bus Interchange, mean that approach is not practical.</p> <p>As part of developing An Accessible City transport modelling was undertaken to ensure the network would work efficiently and according to the function allocated to each street. Modelling takes into account the type and scale of activity anticipated on each street. As the detail of what is proposed on each street comes to light the model is used to check whether the initial assumptions were valid. It is not expected that anything will impact the 'An Accessible City' approach as the initial modelling was subject to sensitivity testing, i.e. testing a range of activity types/scenarios.</p>
Comment #	Manchester Street	Submitter #	Project team response
121	<p>In the absence of details for Manchester St to the north it is difficult to determine the need for the throttling back of traffic to only one lane each way, in these two blocks between Lichfield and St Asaph St. The bus network uses these two blocks but the layout appears to be very constricted. Is no widening proposed in these blocks ?.</p> <p>The AA suggests the lane layout and carriage way width in the block from Lichfield to Tuam be widened to 2 lane intersection approaches to both Lichfield and Tuam St. to provide better traffic management flexibility.</p>	29	<p>There is no widening of Manchester Street south of Lichfield Street. Details on Manchester Street to the north of Lichfield Street will be consulted on in early 2015.</p>
122	<p>May I suggest that Manchester Street Have a name change to Main St.</p>	33	<p>Thank you for your submission. Street names will not be changed as part of this project.</p>

123	<p>MANCHESTER ST/HIGH ST INTERSECTION: 7. The Left hand turn from High St into Manchester st looks like an afterthought, it is impossible to ascertain if there is access in to High St from the Lichfield/Manchester st intersection. ASSOCIATED ISSUES The loss of further car parks on the cities streets is very problematic. The cities population is aging, and accessibility to the central city is being made more restrictive. It is patently obvious to me that the "less mobile" will no longer venture into the city as finding a park will be difficult and restrictive. The inability of your traffic planners to cope with diagonal streets is disappointing, their solution has been to close off the diagonals. This trend is unhelpful to the retail strip nature of the street. Small businesses such as those in High street rely on easy access and egress. This plan looks like a continuation of the attempts by the CCC to close access and egress into and out of High street.</p>	35	<p>There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. High Street will be restricted to left-in/left-out at the intersection with Manchester Street due to the proximity of the intersection of Lichfield/Manchester. Following further discussion with affected parties the left turn movement to High Street has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans. Details on Manchester Street to the north of Lichfield Street will be consulted on in early 2015.</p>
124	<p>I would like to comment on Manchester Street's bike lane. This comment is in two parts- one, being the Lichfield-Tuam St section, and two, the Tuam-St Asaph section 1. I would like to see the patterned areas and on-street parking shifted towards the centre of the road on the west side of Manchester, between Lichfield and Tuam St. This would make space for a separated cycle lane between the footpath and parking, like Tuam Street. On the east side in that section of street, have a curb between the cycle lane and road, like Ilam Road's cycleway. This is needed because by widening the footpath, the cycle lane is shifted closer to the cars, increasing the likelihood of crashes. 2. In the Tuam-St Asaph St section of Manchester Street, I would like to also continue the curb between cycle lane and road on the east side of the street. On the west side, I would also like to have the patterned area and on-street parking shifted towards the centre, which would make space for a separated cycle lane. Apart from that, I love the proposed changes. Please take into account my cycle lane suggestions, as we have had too many cycle-related deaths in Christchurch.</p>	39	<p>The separated cycleways are proposed for the Key Cycle Routes only. Manchester Street is not one of these. As a non-key route on-road cycle lanes will be provided as detailed on the consultation plan.</p>
125	<p>Concerned about reduction in street parking outside 95 Manchester St. - only 3 parks are proposed and that appears the total number for the whole 'block' - Tuam to St Asaph. As a well established well known central city retailer who has been committed to retaining a presence in the city post earthquakes - to be deprived of 19 parking spaces would have a serious impact on our business. We & (Name Supplied) are both 'destination' stores we need more than 3 park on Manchester St.</p>	44	<p>The removal of some existing on-street parking is the only way to achieve the space required for features such as cycle and pedestrian facilities and street trees. These features contribute to the overall vision that "Central Christchurch will become the thriving heart of an international city" and align with the 'Share an Idea' feedback seeking more cycle facilities and greenery in the city. The loss of on-street parking has been factored into the Parking Plan so that overall there is an appropriate level and location of parking available in the Central City. In the St Asaph - Tuam block, some parking has needed to be removed to accommodate the pedestrian crossing points associated with the one ways proposed in the South Frame project.</p>
126	<p>The comment in relation to incomplete consultation plans equally applies to the High Street / Manchester Street intersection and the proposed Manchester St Boulevard where details were not provided in either respect. In particular, (Name Supplied) want to know:</p> <ul style="list-style-type: none"> • how access is to be provided from the Manchester / Lichfield St corner into and out of the section of High Street between Cashel Street and the Manchester / Lichfield St corner; and • how the Manchester St Boulevard will affect the Manchester / Lichfield St intersection and traffic flows in the vicinity. 	45	<p>There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. High Street will be restricted to left-in/left-out at the intersection with Manchester Street due to the proximity of the intersection of Lichfield/Manchester. Details on Manchester Street to the north of Lichfield Street will be consulted on in early 2015.</p>
127	<p>We note there is no information on:</p> <ul style="list-style-type: none"> • the Manchester Street / High Street intersection as to how traffic access into High Street particularly in the High Street area between Manchester and Cashel Streets 	46	<p>There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. High Street will be restricted to left-in/left-out at the intersection with Manchester Street due to the proximity of the intersection of Lichfield/Manchester.</p>
128	<p>We are the proprietors of (Name Supplied), which is situated in the Old Post Office Building on the corner of High and Tuam Streets. Our business remains very vulnerable, due to its isolation in the central city and because of the disruption to trade that roadworks and building will cause over the medium term. As such, our business requires accessibility of private motor cars in the short to medium term. We strongly object to the restrictions of access at the High, Lichfield, Manchester corners. We ask that a right hand turn from manchester and a turning bay to enable this be installed on Manchester. We are strongly opposed to the island in the centre of the road and the restriction this creates to access. We strongly object to the restrictions to accessing High Street by car in the short to medium term while the city is in a state of rebuild and recovery. We are not against these measures being put in, in the long term. However we do not feel that they are useful to the immediate recovery of High Street and surrounds. We plan to build a hotel at our current site with further investment in the area and the creation of jobs. Having ease of access by motor vehicle is key to this and our restaurant being successful. We are supportive of the proposed tram route.</p>	52	<p>There will be no access to High Street from the Lichfield/Manchester Street intersection as this would lead to a six-arm intersection now that Lichfield Street is to be two-way street. This would require a complex phasing arrangement to manage all the movements within the signal cycle time. By restricting movements from the intersection to High Street allows more priority to be given to bus movements to and from the Interchange. High Street will be restricted to left-in/left-out at the intersection with Manchester Street due to the proximity of the intersection of Lichfield/Manchester. Following further discussion with affected parties the left turn movement to High Street has been reinstated and the intersection of Tuam Street and High Street reconfigured, please see the updated plans.</p>

129	<p>Why is there no signalised accessible crossing for pedestrians at the Manchester/Lichfield Street intersection? What is the pedestrian design for accessibility at the exit of High Street to Manchester/Lichfield Streets intersection? TGSi on all intersection points?? Treatment of pavement for continuous accessible path of travel ? Safety and Access concerns!</p> <p>Manchester Street/ St Asaph Street intersection. TGSi required on all intersection points. Distance? or need for directional tgsi unless zebra crossing.</p>	54	<p>The placement of TGSi will be worked through in detailed design.</p>
130	<p>The CDHB supports the retention of cycle lanes on both sides of Manchester Street.</p>	55	<p>Thank you for your submission, your support has been noted.</p>
131	<p>Manchester Street (Sheet 6) While we note the annotation "consultation on Manchester Street, Lichfield Street and High Street Intersection to follow" we wish to point out at this stage that the slip road access from High to Manchester as proposed is likely to detrimentally affect tram operation and should be reviewed. This is quite different to the layout which had been subject to safety audits, then consulted on and approved by the Council in 2009.</p>	59	<p>There have been changes required to support the changes for Lichfield Street to become a two-way street. All schemes go through a safety audit process (scheme stage, detailed design and post-construction).</p>

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8. DISTRICT PLAN REVIEW – DESIGNATION ROLL-OVERS

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Richard Holland, Team Leader – Network Planning Transport	Y	DDI 941 8690

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 As part of the current District Plan Review, a request from the City Planning Unit Manager was received by the Operations Group in February 2014 inviting the Council (as a requiring authority under the Resource Management Act 1991) to give Notice by 6 March 2015 of any requirement to 'roll-over' existing designations from the Operative City Plan to the Proposed Replacement District Plan. Such designations may be rolled over 'with' or 'without' modifications and will be notified as a Phase 2 proposal of the District Plan Review. Any designations not 'rolled over' will lapse when the Replacement District Plan becomes operative.
- 1.2 This report seeks a recommendation from the Infrastructure, Transport and Environment Committee to the Council for confirmation of the designations sought to be rolled over into the Replacement District Plan.

2. EXECUTIVE SUMMARY

- 2.1 A designation has the effect of a rule in the Proposed Replacement District Plan, enabling the use of a particular piece of land for a public work or project. A designation is created when a requiring authority (such as a Minister of the Crown, local authority or approved network utility operator) advises it needs to carry out work that could affect certain land by lodging a Notice of Requirement (proposed designation).
- 2.2 The current District Plan Review will amalgamate the Christchurch City Plan and the Banks Peninsula District Plan into a single District Plan document. Both the Resource Management Act and the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 (OiC) set out a process for 'rolling over' existing designations from an operative to a new District Plan. Designations that are rolled-over 'without modification' and do not attract submission(s) will be included into the Replacement District Plan automatically (i.e. without a hearing or consideration by the Independent Hearings Panel). However designations that are rolled-over 'with modification' and/or attract submission(s), may be considered at a hearing before the Independent Hearings Panel.
- 2.3 There are currently 24 transport designations, 33 water supply, waste water and solid waste designations, eight stormwater designations, one community facility designation and 10 cemeteries designated in the Operative City and Banks Peninsula Plans. Having reviewed those designations, Council officers recommend that ten transport designations, 31 water supply, wastewater and solid waste and two stormwater designations roll-over into the Proposed Replacement District Plan (Tables 6, 7 and 8). It is recommended that the remaining designations lapse and do not form part of the Proposed Replacement District Plan.

3. BACKGROUND

- 3.1 A designation has the effect of a rule in the Proposed Replacement District Plan, enabling the use of a particular piece of land for a public work or project. A designation is created when a requiring authority (such as a Minister of the Crown, local authority or approved network utility operator) advises it needs to carry out work that could affect certain land by lodging a Notice of Requirement (proposed designation). Once confirmed, this becomes a designation. Designations can protect land for a given future activity, limiting what owners and occupiers can do on the land without the written approval of the requirement authority and often as a precursor to compulsory land acquisition.

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- 3.2 The current District Plan Review will amalgamate the Christchurch City Plan and the Banks Peninsula District Plan into a single District Plan document. Both the Resource Management Act (RMA) and the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 (OiC) set out a process for 'rolling over' existing designations (refer to **Attachment 1**) from an operative to a new District Plan. In respect of the latter, the process involves the Council (as requiring authority), giving notice to the Council (as territorial authority) of the designations it seeks to roll-over on the date specified by the territorial authority (6 March 2015). These are then notified, as 'requirements' along with other Phase 2 proposals and are open for public submission.
- 3.3 Designations that are rolled-over 'without modification' and do not attract submission(s) will be included into the Replacement District Plan automatically (i.e. without a hearing or consideration by the Independent Hearings Panel). However designations that are rolled-over 'with modification' and/or attract submission(s), may be considered at a hearing before the Independent Hearings Panel (IHP) makes its draft and then final decision. In making its decision, the IHP will comply with s171 of the RMA – which sets out the tests that must be satisfied in order to confirm the requirement as a designation. The IHP may decide to confirm, modify or withdraw the requirement or impose conditions. Unlike the usual RMA process, the OiC forecloses appeal rights other than on points of law.
- 3.4 For requirements requiring a decision, the s171 tests that must be satisfied in order of the IHP to confirm a requirement include a consideration of effects on the environment having regard to relevant policy, consideration of alternatives, whether the work is reasonably necessary for achieving the objectives of the requiring authority and any other matter reasonably necessary to make a decision. The IHP may consider such matters as to the extent to which progress has been made towards giving effect to the designation (including availability of funding, land acquisition and project planning). Where such progress has not been made, it would not be unreasonable for the IHP to question the ongoing reservation of land for activities that after the passage of time, may no longer be necessary, likely or the most appropriate uses in changed circumstances (i.e. preventing urban blight).
- 3.5 The Council (as requiring authority) must therefore consider carefully whether or not to roll-over unimplemented designations where these are unlikely to be given effect to over the District Plan period. Furthermore, the RMA sets a five year lapse date for designations which have not been given effect to unless a longer timeframe has been approved. Extension beyond the default five year period is not guaranteed.

New Notices of Requirements

- 3.6 The process set out above is for existing designations rather than new Notices of Requirement (NoR). New NoRs can continue to be lodged in the usual way under the RMA where the Council as requiring authority would retain its decision making powers and appeals could be made to the Environment Court. This is the process being followed for the proposed Northern Arterial Extension, Cranford Street Upgrade and Cranford Basin Stormwater designations.
- 3.7 Alternatively there is an opportunity for the Council to lodge new NoRs in the usual way and have them determined through Phase 2 of the District Plan Review. In light of the different decision making and appeals process of the OiC, it is not recommended to seek any new NoRs in this way but rather continue to use the usual RMA process if any new transport designations are required in the future.

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Transport Designations

- 3.8 There are over 2,300 kilometres of road within the city. In the Operative Christchurch City District Plan existing roads are zoned rather than designated for on-going operational purposes. The Council has traditionally only designated land for the purposes of proposed roading works and road widening, usually because acquisition of private land is needed. There are currently 24 transport projects designated in the Operative City Plan as set out in Table 1. The Banks Peninsula District Plan does not have any roading or any other transport-related designations.

Table 1: Current Council transport designations in the Operative Christchurch City District Plan

Road name	Extent of work and work type	Current Lapse Date
Barbadoes Street	At Purchas Street - intersection M	21 November 2015
Blenheim Road	Picton Avenue to Moorhouse Avenue/Deans Avenue intersection - realign N	Completed
Bridle Path Road	North of Martindales Road - widen M	17 November 2015
Deans Avenue	Blenheim Road to Moorhouse Avenue - widen N	17 November 2015
Ferry Road	Wilsons Road to Randolph Street - 4 lanes E	21 November 2015
Ferry Road	At Humphreys Drive - widen N	Works completed?
Gasson Street	Carlyle Street to Brougham Street - 3 lanes E	21 November 2015
Hills Road	Avalon Street to Gresford Street - widen M	17 November 2015
Jubilee Street	Extend to Garlands Road - extension E	Completed
Lincoln Road	Curletts Road to Whiteleigh Avenue - 4 lanes E	21 November 2015
McLeans Island Road	Coxs Road to Stopbank - realign E	Completed
Madras Street	At Moorhouse Avenue - intersection N	Completed
Madras Street	At Purchas Street - intersection M	Completed
Marshland Road	At Prestons Road - intersection N	Completed
Marshland Road	Remove roundabout and install traffic signals at intersection with Queen Elizabeth II Drive	Completed
Moorhouse Avenue	Fitzgerald Avenue to Wilsons Road - 4 lanes E	21 November 2015
Northcote Road	Main North Road to Railway - 4 lanes M	21 November 2015
Pages Road	At Bexley Road - intersection M	21 November 2015
Pages Road	Kearneys Road to Breezes Road - 4 lanes E	21 November 2015
Shands Road	Amyes Road to Main South Road - widen M	Completed
Truscotts Road	Martindales Road to Ferrymead - underwidth M	21 November 2015
Wigram Road	South of Dunbars Road - Realign N	21 November 2015
Wigram Road/Magdala Place	Implement a new Wigram-Magdala road link as an extension of Wigram Road across Curletts Road to connect with Magdala Place. N	27 June 2024
Woolston/Burwood Expressway	Brook Street to Wainoni Road - 2 lanes E	Completed

Water Supply, Waste Water and Solid Waste Designations

- 3.9 Five designated water supply infrastructure sites exist in the city, there are also 22 sites on Banks Peninsula, either for water supply or wastewater related infrastructure and five sites on Banks Peninsula for solid waste related infrastructure. The existing designations listed in Table 2 have been in existence for a considerable time.

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Table 2: Current Council water supply, waste water and solid waste designations in the Operative Christchurch City and Banks Peninsula District Plans

Location	Extent of work and work type
BPDC Water Supply Infrastructure - Lyttelton Water Supply Sites (Heathcote Area)	
Dyers Road	Waterworks well, pump station and ancillary works
Scruttons Road	Waterworks well, pump station and ancillary works Pt RS 77 (CT 431/101) Pt RS 329 (17095m2)
Pipeline - Scruttons Road - Heathcote Res - Martindales Road	Waterworks pipeline, reservoir and ancillary works
Tunnel Road	Waterworks well and pump station
11 Butts Valley Road	Waterworks reservoir and pipeline
Water Reservoirs and Treatment Stations in Banks Peninsula	
Aylmers Valley Road, Akaroa	Water Reservoir & Treatment Station
L'Aube Hill, Akaroa	Water Reservoir & Treatment Station
Koromiko Place, Church Bay	Water Pump (Church Bay)
33 Purple Peak Road	Water Supply Treatment Plant and Reservoirs
Pauahine – Hotau Head, Diamond Harbour	Wastewater Treatment Plant Conditions: Noise
Te Ra Crescent, Diamond Harbour	Water Reservoir
ChCh-Akaroa Road (SH75), Duvauchelle	Wastewater Treatment Plant
29 Okains Bay Rd, Duvauchelle	Water Reservoir & Treatment Station
Clem Patterson Lane, Governors Bay	Water Reservoir – Governors Bay
Dyers Pass Road, Governors Bay	Water Reservoir – Dyers Pass
Foreshore, Governors Bay	Wastewater Treatment Plants
Governors Bay Road, Governors Bay	Water Reservoir
Hays Rise, Governors Bay	Water Reservoir
Lachie Griffen Rise, Governors Bay	Water Reservoir
Council Hill Road, Little River	Water Reservoir & Treatment Station (Little River)
Cashin Quay, Lyttelton	Water Reservoir & Treatment Station Conditions: Noise levels, dust, odour, monitoring and visual appearance
42 Exeter Street, Lyttelton	Water Pumping Station & Reservoir
Somes Road, Lyttelton	Water Reservoir and Pump Station
Wilson's Road, Lyttelton	Water Reservoir
Takamatua Valley Road, Takamatua	Water Reservoir & Treatment Station
Tikau Bay Road, Tikau Bay	Wastewater Treatment Plant
Tikau Bay Road, Tikau Bay	Wastewater Pumping Station Conditions: Noise levels
Tikau Bay Road, Tikau Bay	Wastewater Pumping Station Conditions: Noise levels
Waste Transfer Stations	
Onawe Flat Road, Barrys Bay	Waste Transfer Station Conditions: Operation, Maintenance and Landscaping
SH 75,, Birdlings Flat	Quarry and Waste Transfer Station
Cemetery Road, Le Bons Bay	Waste Transfer Station
Little Akaloa Road, Little Akaloa	Waste Transfer Station
Okains River Road – Chorlton Road, Okains Bay	Waste Transfer Station

Stormwater Designations

3.10 Eight stormwater designation sites exist in the City, as listed in Table 3.

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Table 3: Current Council stormwater designations in the Operative Christchurch City District Plan

Location	Extent of work and work type
Wigram East Retention Basin	
Wigram Road	Wigram East Retention Basin
Snellings Drain: Stormwater Capacity and Water Quality Improvements and Overflow Swale	
South of Prestons Road, East of Limes Avenue	Snellings Drain
Limes Reserve, South of Prestons Road	Snellings Drain
South of Prestons Road, East of Nederland Avenue	Snellings Drain
South of Prestons Road, East of Nederland Avenue	Snellings Drain
North of Mairehau Road	Snellings Drain
South of Mairehau Road, East of Greenhaven Drive	Snellings Drain
South of Mairehau Road, East of Greenhaven Drive	Snellings Drain

Community Facility Designations

- 3.11 Halswell Library is identified as a Community Facility Designation (Table 4) in the existing Christchurch City Council District Plan (there are no other Community Facility Designations listed).

Table 4: Current Council community facility designations in the Operative Christchurch City District Plan

Location	Extent of work and work type
341 Halswell Road	New Halswell Library

Cemeteries (Banks Peninsula) Designations

- 3.12 Cemetery zoning is being rationalised across the District as a Specific Purpose Cemeteries Zone being developed through the District Plan Review. It is not necessary to maintain the current Banks Peninsula designations as an additional planning tool.
- 3.13 Banks Peninsula cemeteries, which are owned or administered by the Council, are currently designated for cemetery purposes (Table 5). Of those which are administered but not owned by the Council, only one (Le Bons Bay) has a significant portion of the land available for burials.

Table 5: Current Council cemeteries (Banks Peninsula) designations in the Operative Banks Peninsula District Plan

Location	Extent of work and work type
Beach Road, Akaroa	Akaroa Cemetery (<i>Condition: Monterey Pine</i>)
ChCh-Akaroa Highway, Duvauchelle	Cemetery (Duvauchelle)
Kaituna Valley Road, Kaituna Valley	Cemetery
Cemetery Road, Le Bons Bay	Cemetery
Chorlton, Little Akaloa	Cemetery (Little Akaloa)
Oxford Street, Lyttelton	Cemetery (Lyttelton)
Reserve Terrace, Lyttelton	Cemetery and Pedestrian Right of Way (Lyttelton)
Chorlton Road, Okains Bay	Cemetery (Okains Bay)
Wilsons Road, Pigeon Bay	Cemetery (Pigeons Bay)
Cemetery Road, Wainui	Cemetery (Wainui)

4. COMMENT

- 4.1 Council officers recommend that 10 current transport designations roll-over. A summary of those designations being proposed to be rolled-over is in Table 6. More details of those designations and the reasoning behind requesting the roll-overs is supplied in **Attachment 2**. (Note that a new Notice of Requirement is lodged for the Northern Arterial Extension and Cranford Street Upgrade.)

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Table 6: Current Council transport designations recommended to be rolled over

Road name	Extent of work and work type	Proposed new Duration of designation	Any other modifications recommended?	Number of properties affected (approx)	Consultation undertaken
Deans Avenue	Blenheim Road to Moorhouse Avenue – widen for road widening	10 Years (to 2025)	None	1	Accessible City Chapter
Ferry Road	Wilson's Road to Randolph Street – 4 lanes for road widening	15 Years (to 2030)	None	58	Ferry Road Masterplan
Gasson Street	Carlyle Street to Brougham Street – 3 lanes for road widening	15 Years (to 2030)	None	17	None
Hills Road	Avalon Street to Gresford Street – widen M for an intersection improvement	10 Years (to 2025)	None	6	None
Lincoln Road	Curletts Road to Whiteleigh Avenue – 4 lanes for road widening	15 Years (to 2030)	None	110	None
Moorhouse Avenue	Fitzgerald Avenue to Wilson's Road – 4 lanes for road widening	15 Years (to 2030)	Reduction in width to 5.5m (from 10.9m)	27	None
Northcote Road	Main North Road to Railway – 4 lanes for road widening	10 Years (to 2025)	None	75	Letters sent to residents of Northcote Road regarding investigation
Wigram Road	South of Dunbars Road – for road realignment	10 Years (to 2025)	None	1	None
Wigram Road/ Magdala Place	Implement a new Wigram-Magdala road link as an extension of Wigram Road across Curletts Road to connect with Magdala Place – Bridge Construction	27 June 2024 (as exists)	None	4	Full public consultation, through the 2014 Notice of Requirement

4.2 For the existing designations for water supply, waste water and solid waste transfer stations listed below in Table 7, Council officers recommend that all except two designations be rolled over as set out below (refer **Attachment 3**):

4.2.1 Existing designations for site numbers one to three, six to eight, 10 to 25, and 29 to 33 should be rolled over without modifications. All sites contain essential operational infrastructure i.e. no vacant sites.

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- 4.2.2 The existing designation for site nine should be rolled over with one modification – by including a specific condition relating to potential noise from the site. To date the existing designation is silent on any specific standard. It is proposed that the following condition be included:

“Noise levels shall be measured and assessed in accordance with the requirements of New Zealand Standard 6801/2008 Measurement of Environmental Sound. Noise levels generated by the activity as measured at the boundary of the site zone shall not exceed the following limits:

Day 0700 2200 hours: 55dBA(L10)

Night 2200 – 0700 hours :45 dBA(L10)

And an L Max of the lower of 75 dBA or the background sound level plus 30”.

- 4.2.3 The existing designation for sites 26 and 27 should be rolled over but the reference to the location of the noise standard reference in the existing Plan should be updated as set out in **Attachment 3**.
- 4.2.4 The existing designation for site 28 should be rolled over with updated conditions to reference the latest site management plan and to delete redundant original requirements for construction and landscaping - as set out in **Attachment 3**.
- 4.2.5 Designations in the Council's City Plan for the following two sites (See Table 2) are no longer required and can be omitted:

Tunnel Road	Waterworks well and pump station
11 Butts Valley Road	Waterworks reservoir and pipeline

- 4.2.6 Editing note: for Site 13 the name should be *Clem Paterson Lane*, Governor's Bay, not Clem Patterson Place.
- 4.2.7 In summary: All the water supply, wastewater and solid waste designations to be rolled over (with or without modifications) are for sites containing existing essential infrastructure. For these designations the inherent protection afforded via *Designation status* is preferable to other planning mechanisms (e.g. land use zonings) as it affords the Council with certainty going into the future about what can be done on each site, and provides the best operational flexibility to respond to the city's changing infrastructure needs over time.

Table 7: Current Council water supply, waste water and waste transfer stations (Banks Peninsula) designations recommended to be rolled over

Site name	Extent of work and work type	Proposed new Duration of designation	Any other modifications recommended?
1. 200A Dyers Road	Waterworks well, pump station and ancillary works (Area 616m ²)	N/A	None
2. 109 Scruttons Road	Waterworks well, pump station and ancillary works Pt RS 77 and Lot 2 DP80124 (Area 11,353m ²)	N/A	None
3. Pipeline – Scruttons Road – Heathcote Res – Martindales Road	Waterworks pipeline, reservoir and ancillary works	N/A	None
<i>(Sites 4 and 5 are to be deleted, not rolled over. See Par 4.2.5 above)</i>			

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6. Aylmers Valley Road, Akaroa	Water Reservoir & Treatment Station	N/A	None
7. L'Aube Hill, Akaroa	Water Reservoir & Treatment Station	N/A	None
8. Koromiko Place, Church Bay	Water Pump (Church Bay)	N/A	None
9. Pauaohine – Hotau Head, Diamond Harbour	Wastewater Treatment Plant Condition: See Attachment 3 for new condition	N/A	Yes, see attachment 3
10. Te Ra Crescent, Diamond Harbour	Water Reservoir	N/A	None
11. ChCh-Akaroa Road (SH75), Duvauchelle	Wastewater Treatment Plant	N/A	None
12. 29 Okains Bay Rd, Duvauchelle	Water Reservoir & Treatment Station	N/A	None
13. Clem Paterson Lane, Governors Bay	Water Reservoir – Governors Bay	N/A	None
14. Dyers Pass Road, Governors Bay	Water Reservoir – Dyers Pass	N/A	None
15. Foreshore, Governors Bay	Wastewater Treatment Plants	N/A	None
16. Governors Bay Road, Governors Bay	Water Reservoir	N/A	None
17. Hays Rise, Governors Bay	Water Reservoir	N/A	None
18. Lachie Griffen Rise, Governors Bay	Water Reservoir	N/A	None
19. Council Hill Road, Little River	Water Reservoir & Treatment Station (Little River)	N/A	None
20. Cashin Quay, Lyttelton	Water Reservoir & Treatment Station	N/A	None
21. 42 Exeter Street, Lyttelton	Water Pumping Station & Reservoir	N/A	None

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22. Somes Road, Lyttelton	Water Reservoir and Pump Station	N/A	None
23. Wilsons Road, Lyttelton	Water Reservoir	N/A	None
24. Takamatua Valley Road, Takamatua	Water Reservoir & Treatment Station	N/A	None
25. Tikau Bay Road, Tikau Bay	Wastewater Treatment Plant (Lot 2 DP 79380, size 0.5665 ha)	N/A	None
26. Tikau Bay Road, Tikau Bay	Wastewater Pumping Station (Road Reserve, size 0.14 ha)	N/A	Yes, see attachment 3
27. Tikau Bay Road, Tikau Bay	Wastewater Pumping Station (Lot 21 DP 45004, size 0.0385 ha)	N/A	Yes, see attachment 3
28. Onawe Flat Road, Barrys Bay	Waste Transfer Station	N/A	Yes, see attachment 3
29. SH 75, Birdlings Flat	Quarry and Waste Transfer Station	N/A	None
30. Cemetery Road, Le Bons Bay	Waste Transfer Station	N/A	None
31. Little Akaloa Road, Little Akaloa	Waste Transfer Station	N/A	None
32. Okains River Road – Chorlton Road, Okains Bay	Waste Transfer Station	N/A	None
33. Purple Peak Road	Water Supply Treatment Plant and Reservoirs	N/A	None

4.3 For Stormwater, the Wigram East retention basin is completed so the designations for that area do not need to be rolled over. The Snellings drain designated land has mostly been purchased. There remains a purchase of land for which negotiations are at an advanced stage, but have yet to be completed. Officers therefore are recommending that the designated area on the following two land parcels are rolled over: Lot 2 DP 38462 and Lot 3 DP 319376 (Table 8), and the rest of the Snellings Drain designations be allowed to lapse.

4.4 Note that a new Notice of Requirement has been lodged for stormwater purposes in Cranford Basin and similarly it is likely that a Notice of Requirement will be lodged in respect of land required to accommodate the Flockton Basin stormwater mitigation scheme.

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Table 8: Current Council stormwater designations recommended to be rolled over

Site name	Extent of work and work type	Proposed new Duration of designation	Any other modifications recommended?
South of Prestons Road, East of Nederland Avenue (Lot 2, DP 38462)	Snellings Drain	N/A	None
South of Prestons Road, East of Nederland Avenue (Lot 3, DP 319376)	Snellings Drain	N/A	None

4.5 It has been considered that the designation for the Halswell Library and Community Centre site is no longer fit for purpose and the new resource consent for the site better provides for the range of uses to be undertaken on the site. The consent process has negated the need to have the Halswell Library and Community Centre site designated.

4.6 Given the intended consistent zoning of all Council cemeteries, it is concluded that there is no advantage in maintaining the current cemetery designations. On balance there is little reason Le Bons Bay should be inconsistent with the other cemeteries with respect to its designation status and it is anticipated that proposed new planning rules (Specific Purpose Cemeteries Zone) will provide for the range of uses undertaken in the cemetery.

5. FINANCIAL IMPLICATIONS

5.1 Council needs to support any roll-over designations through the District Plan Process which may include responding to public submissions, preparation of evidence and attendance at hearings. Legal, planning and specialist input may be required at any of these stages which may or may not be available in-house.

5.2 Section 185 of the Resource Management Act 1991 provides that an owner of an estate or interest in land (including a leasehold estate or interest) that is subject to a Council designation may apply at any time to the Environment Court for an order obliging the Council to acquire or lease all or part of the owner's estate or interest in the land under the Public Works Act 1981.

5.3 The Council must be in a position to implement the designated work / project within the time limit prescribed by the lapse date. It is well-established through case law that land should not be designated for a proposed public work unless there is a requiring authority prepared to take financial responsibility for it (i.e. is there funding available to complete the designation within the duration sought).

5.4 Table 9 shows the cost and funding status of the projects that are subject to the transport designations recommended to be rolled-over.

Table 9: Cost and funding status of the Council transport designations recommended to be rolled over

Road name	Extent of work and work type	Approx land purchase cost	Approx total cost	Funding status	Proposed project timeframe
Deans Avenue	Road Widening	\$450,000	Undetermined, subject to An Accessible City scheme for Deans Avenue.		
Ferry Road	Road Widening	\$4 – 4.5m	\$6.2m	Draft LTP	2019-25
Gasson Street	Road Widening	\$1.5 – 2m	\$15m	Draft LTP	2025-27
Hills Road	Intersection Improvement	\$250,000	\$1m	Draft LTP	2022
Lincoln Road	Road Widening	\$5.5 – 6.5m	\$9.2m	Draft LTP	2019-20
Moorhouse Avenue	Road Widening	\$1.7 – 2m	\$3m	Draft LTP	2019-25

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

8 Cont'd

Northcote Road	Road Widening	\$2 – 2.5m	\$7.2m	Planning	2016-17
Wigram Road	Road Realignment	\$1m	\$1.4	On-hold	2016-17
Wigram Road/Magdala Place	Bridge Construction	\$350,000 (remaining to be purchased)	\$30.7m	Detailed Design	2015-16

5.5 No capital costs are associated with the recommended water supply, waste water and waste transfer stations (Banks Peninsula) designation roll-overs.

5.6 The cost and funding status of the projects that are subject to the stormwater designations recommended to be rolled-over are \$4.5 million (2014-2016) in draft LTP.

6. STAFF RECOMMENDATION

6.1 That the Infrastructure, Transport and Environment Committee recommend to the Council that written notice be given to the City Planning Unit Manager, that Council, as a requiring authority:

6.1.1 Seeks that the transport designations (including the proposed modifications) in Table 6 of this report be rolled-over into the proposed Christchurch Replacement District Plan as part of Phase 2 of the District Plan Review.

6.1.2 Seeks that the water supply and waste water, waste transfer station designations in Table 7 of this report be rolled-over into the proposed Christchurch Replacement District Plan as part of Phase 2 of the District Plan Review.

6.1.3 Seeks that the stormwater designations in Table 8 of this report be rolled-over into the proposed Christchurch Replacement District Plan as part of Phase 2 of the District Plan Review.

6.1.4 Does not wish to roll over the remaining designations detailed in this report.

List of Christchurch City Council Designations Eligible for Roll Over in the District Plan Review

Existing CCC Designations include:

- A. Roading Designations
- B. Water Supply & Wastewater Infrastructure
- C. Stormwater Infrastructure
- D. Solid Waste- Waste Transfer Stations
- E. Community Services - Library
- F. Cemeteries

A. Roading Designations

	Road name	Designating authority and road classification	Extent of work and work type	Map No.	Duration
1	Annex Road	CCC	see Lincoln Road		
2	Bamford Street		see Jubilee Street		
3	Barbadoes Street	CCC - major	At Purchas Street - intersection M	32	10 years
4	Blenheim Road - conditions	CCC- major	Picton Avenue to Moorhouse Avenue/Deans Avenue intersection - realign N	38, 39	10 years
5	Bordesley Street		see Ferry Road		
6	Bridle Path Road	CCC - minor	North of Martindales Road - widen M	55	5 years from 17 Nov 2010
7	Carlyle Street		see Gasson Street		
8	Coleridge Street		see Gasson Street		
9	Deans Avenue	CCC - major	Blenheim Road to Moorhouse Avenue - widen N	39	5 years from 17 Nov 2010
10	Deans Avenue		see also Blenheim Road		
11	Ferry Road - conditions	CCC - major	Wilson's Road to Randolph Street - 4 lanes E	40, 47	10 years
12	Ferry Road	CCC - major	At Humphreys Drive - widen N	48	10 years
13	Foster Street		see Blenheim Road		
14	Gasson Street	CCC - major	Carlyle Street to Brougham Street - 3 lanes E	39, 46	10 years
15	Hills Road	CCC - minor	Avalon Street to Gresford Street - widen M	32	5 years from 17 Nov 2010
16	Jubilee Street	CCC - collector	Extend to Garlands Road - extension E	47	10 years
17	Lancaster Street		see Moorhouse Avenue		
18	Lincoln Road	CCC - major	Curletts Road to Whiteleigh Avenue - 4 lanes E	45, 46	10 years
19	Lindores Street		see Lincoln Road		
20	Low Street		see Blenheim Road		

	Road name	Designating authority and road classification	Extent of work and work type	Map No.	Duration
21	Lyttelton Street		see Lincoln Road		
22	McLeans Island Road	CCC - minor	Coxs Road to Stopbank - realign E	15, 22	10 years
23	Madras Street	CCC - major	At Moorhouse Avenue - intersection N	39	10 years
24	Madras Street	CCC - major	At Purchas Street - intersection M	32	10 years
25	Marshland Road	CCC - minor	At Prestons Road - intersection N	19	5 years from 17 Nov 2010
26	Marshland Road - conditions	CCC - minor	Remove roundabout and install traffic signals at intersection with Queen Elizabeth II Drive	26	10 years
27	Moorhouse Avenue	CCC - major	Fitzgerald Avenue to Wilsons Road - 4 lanes E	39, 40	10 years
28	Moorhouse Avenue		see also Blenheim Road		
29	Northcote Road	CCC - major	Main North Road to Railway - 4 lanes M	24, 25	10 years
30	Osborne Street		see Ferry Road		
31	Pages Road	CCC - major	At Bexley Road - intersection M	34	10 years
32	Pages Road	CCC - major	Kearneys Road to Breezes Road - 4 lanes E	33, 34, 40	10 years
33	Picton Avenue		see Blenheim Road		
34	Purchas Street		see Barbadoes Street and Madras Street		
35	Rutherford Street		see Jubilee Street		
36	Shands Road	CCC - minor	Amyes Road to Main South Road - widen M	44	10 years
37	Taramea Place		see Lincoln Road		
38	Truscotts Road	CCC - local	Martindales Road to Ferrymead - underwidth M	55	10 years
39	Vagues Road		see Northcote Road		
40	Whiteleigh Avenue		see Lincoln Road		
41	Wigram Road	CCC - collector	South of Dunbars Road - Realign N	51	10 years
42	Wilsons Road		see Moorhouse Avenue		
43	Woolston/Burwood Expressway	CCC - major	Brook Street to Wainoni Road - 2 lanes E	34	10 years
44	Wordsworth Street		see Gasson Street		

- Special Conditions apply to the Blenheim Road and Ferry Road designations.

B. Water Supply and Wastewater Infrastructure

(i) BPDC Water Supply Infrastructure - Lyttelton Water Supply Sites in the Heathcote Area

	Location	Legal description	Notation	Underlying Zone	Map no.
1	Dyers Road	Pt Lot 1 DP 25083	Waterworks well, pump station and ancillary works	Conservation1B	47
2	Scruttons Road	Pt RS 77 (CT 9A/482)	Waterworks well, pump station and ancillary works Pt RS 77 (CT 431/101) Pt RS 329 (17095m ²)	Rural 2	54
3	Pipeline - Scruttons Road - Heathcote Res - Martindales Road	Pt RS 77, 104, 329, 965	Waterworks pipeline, reservoir and ancillary works	Living 1 Living Hills Rural Hills	54/55
4	Tunnel Road	SO 11924	Waterworks well and pump station	Rural 2	47
5	11 Butts Valley Road	RS 39113 39114 Blk XVI	Waterworks reservoir and pipeline	Living 1 Living Hills Rural Hills	54/55

(ii) Water Reservoirs and Treatment Stations in Banks Peninsula

	Address	Legal Description	Designation and Purpose	Underlying Zone	Map no.
6	Aylmers Valley Road, Akaroa	Pt RS 598	Water Reservoir & Treatment Station	Ru	R9
7	L'Aube Hill, Akaroa	Lot 2 DP 18171	Water Reservoir & Treatment Station	RV	S11
8	Koromiko Place, Church Bay	Lot 1 DP 52754	Water Pump (Church Bay)	R	S7
9	Pauaohine – Hotau Head, Diamond Harbour	RS 39837	Wastewater Treatment Plant Conditions: Noise	RV	S7
10	Te Ra Crescent, Diamond Harbour	Lot 55 and 56 DP 4319	Water Reservoir	R	S8
11	ChCh-Akaroa Road (SH75), Duvauchelle	Lot 1 DP 12513	Wastewater Treatment Plant	Ru	S15
12	29 Okains Bay Rd, Duvauchelle	Section 1,2,3 SO 19957 including the intervening Road Reserve	Water Reservoir & Treatment Station	Ru	S14
13	Clem Patterson Lane, Governors Bay	Lot 20 DP 57247	Water Reservoir – Governors Bay	Ru	S5
14	Dyers Pass Road, Governors Bay	Lot 1 DP 61239	Water Reservoir – Dyers Pass	Ru	S5
15	Foreshore, Governors Bay	Lot 1 DP 55349	Wastewater Treatment Plants	SS	S5
16	Governors Bay Road, Governors Bay	Lot 1 DP 59976	Water Reservoir	Ru	R1
17	Hays Rise, Governors Bay	Lot 15 DP 58099	Water Reservoir	Ru	S5
18	Lachie Griffen Rise, Governors Bay	Lot 17 DP 57247	Water Reservoir	SS	S5
19	Council Hill Road, Little River	Lot 4 DP 54593	Water Reservoir & Treatment Station (Little River)	SS	S28
20	Cashin Quay, Lyttelton	Lot 2 DP 71318	Water Reservoir & Treatment Station Conditions: Noise levels, dust, odour, monitoring and visual appearance	LP	S1
21	42 Exeter Street, Lyttelton	Lot 1 DP 67378	Water Pumping Station & Reservoir	RC	S2

22	Somes Road, Lyttelton	Road Reserve	Water Reservoir and Pump Station	Ru	S2
23	Wilsons Road, Lyttelton	Lot 1 DP 24852	Water Reservoir	Ru	S3
24	Takamatua Valley Road, Takamatua	Pt RS 4122	Water Reservoir & Treatment Station	Ru	R9
25	Tikau Bay Road, Tikau Bay	Lot 2 DP 79380	Wastewater Treatment Plant	S18	Ru
26	Tikau Bay Road, Tikau Bay	Road Reserve	Wastewater Pumping Station <i>Conditions: Noise levels</i>	SS	S18
27	Tikau Bay Road, Tikau Bay	Lot 21 DP 45004	Wastewater Pumping Station <i>Conditions: Noise levels</i>	SS	R18

C. Stormwater Infrastructure

(i) Wigram East Retention Basin

	Location	Legal description	Notation	Underlying zone	Map no
1	Wigram Road	Lot 1 DP 9212	Wigram East Retention Basin	OS 3C, OS2, C3	45

(ii) Snellings Drain: Stormwater Capacity and Water Quality Improvements and Overflow Swale

	Location	Legal description	Notation	Underlying zone	Map no
2	South of Prestons Road, East of Limes Avenue	Pt Lot 2, DP 96663	Snellings Drain	RU3	19, 26
3	Limes Reserve, South of Prestons Road	Lots 71 to 73, DP 312984 and Lot 75, DP 31682	Snellings Drain	RU3	19, 26
4	South of Prestons Road, East of Nederland Avenue	Lot 2, DP 38462	Snellings Drain	RU3	26
5	South of Prestons Road, East of Nederland Avenue	Lot 3, DP 319376	Snellings Drain	RU3	26
6	North of Mairehau Road	Pt RS 1778	Snellings Drain	RU3	26
7	South of Mairehau Road, East of Greenhaven Drive	Lot 5, DP 1002	Snellings Drain	RU3	26
8	South of Mairehau Road, East of Greenhaven Drive	Lot 2, DP 14469	Snellings Drain	RU3	26

- Conditions apply.

D. Solid Waste

(i) Waste Transfer Stations

	Location	Notation	Legal Description	Underlying Zone	Map no.
1	Onawe Flat Road, Barrys Bay	Waste Transfer Station Conditions: Operation, Maintenance and Landscaping	Lot 1 DP 73901	Ru	S16
2	SH 75,, Birdlings Flat	Quarry and Waste Transfer Station	Rural Section 2426, 41246 and 41247	Ru	R7
3	Cemetery Road, Le Bons Bay	Waste Transfer Station	Res 800	Ru	S21
4	Little Akaloa Road, Little Akaloa	Waste Transfer Station	Legal Road	Ru	R5
5	Okains River Road – Chorlton Road, Okains Bay	Waste Transfer Station	Legal Road	Ru	S22

E. Community Services

(i) New Halswell Library - 341 Halswell Road

- Conditions apply.

F. Cemeteries

	Address	Designation and Purpose	Legal Description	Underlying Zone	Map no.
1	Beach Road, Akaroa	Akaroa Cemetery Condition: Monterey Pine	Res 56, Res 2546, Res 4997 and Res 116	R	S10
2	ChCh-Akaroa Highway, Duvauchelle	Cemetery (Duvauchelle)	Pt Res 4877 & Pt Res 3038	Ru	S14
3	Kaituna Valley Road, Kaituna Valley	Cemetery	Lot 2 DP 10339	Ru	R7
4	Cemetery Road, Le Bons Bay	Cemetery	Res 800	Ru	S21
5	Chorlton, Little Akaloa	Cemetery (Little Akaloa)	Res 4949 & Res 4936	Ru	S23
6	Oxford Street, Lyttelton	Cemetery (Lyttelton)	Lot 1 DP 11713	R	S2
7	Reserve Terrace, Lyttelton	Cemetery and Pedestrian Right of Way (Lyttelton)	Res 45 & 46 & Lot 43 DP 9983	R	S1
8	Chorlton Road, Okains Bay	Cemetery (Okains Bay)	Res 148	Ru	S22
9	Wilson's Road, Pigeon Bay	Cemetery (Pigeons Bay)	Res 624	Ru	R4
10	Cemetery Road, Wainui	Cemetery (Wainui)	RS 41892	Ru	S18

- There are no conditions attached to any of the cemetery designations other than Akaroa Cemetery (details of the Monterey Pine unknown).

CCC Transport Designations Roll Over Report – DPR Phase 2

CCC Designation Schedule

Ref No.	Road name	Designating authority and road classification	Extent of work and work type	Map No.	Duration of designation	Roll-over/Lapse
C1	Barbadoes Street	CCC - major	At Purchas Street - intersection M	32	10 years	Lapse
C2	Blenheim Road	CCC- major	Picton Avenue to Moorhouse Avenue/Deans Avenue intersection - realign N	38, 39	10 years	Lapse
C3	Bridle Path Road	CCC - minor	North of Martindales Road - widen M	55	5 years from 17 November 2010	Lapse
C4	Deans Avenue	CCC - major	Blenheim Road to Moorhouse Avenue - widen N	39	5 years from 17 November 2010	Roll-over
C5	Ferry Road	CCC - major	Wilson's Road to Randolph Street - 4 lanes E	40, 47	10 years	Roll-over
C6	Ferry Road	CCC - major	At Humphreys Drive - widen N	48	10 years	Lapse
C7	Gasson Street	CCC - major	Carlyle Street to Brougham Street - 3 lanes E	39, 46	10 years	Roll-over
C8	Hills Road	CCC - minor	Avalon Street to Gresford Street - widen M	32	5 years from 17 November 2010	Roll-over
C9	Jubilee Street	CCC - collector	Extend to Garlands Road - extension E	47	10 years	Lapse
C10	Lincoln Road	CCC - major	Curletts Road to Whiteleigh Avenue - 4 lanes E	45, 46	10 years	Roll-over
C11	McLeans Island Road	CCC - minor	Coxs Road to Stopbank - realign E	15, 22	10 years	Lapse
C12	Madras Street	CCC - major	At Moorhouse Avenue - intersection N	39	10 years	Lapse
C13	Madras Street	CCC - major	At Purchas Street - intersection M	32	10 years	Lapse
C14	Marshland Road	CCC - minor	At Prestons Road - intersection N	19	5 years from 17 November 2010	Lapse

Ref No.	Road name	Designating authority and road classification	Extent of work and work type	Map No.	Duration of designation	Roll-over/ Lapse
C15	Marshland Road	CCC - minor	Remove roundabout and install traffic signals at intersection with Queen Elizabeth II Drive	26	10 years	Lapse
C16	Moorhouse Avenue	CCC - major	Fitzgerald Avenue to Wilsons Road - 4 lanes E	39, 40	10 years	Roll-over
C17	Northcote Road	CCC - major	Main North Road to Railway - 4 lanes M	24, 25	10 years	Roll-over
C18	Pages Road	CCC - major	At Bexley Road - intersection M	34	10 years	Lapse
C19	Pages Road	CCC - major	Kearneys Road to Breezes Road - 4 lanes E	33, 34, 40	10 years	Lapse
C20	Shands Road	CCC - minor	Amyes Road to Main South Road - widen M	44	10 years	Lapse
C21	Truscotts Road	CCC - local	Martindales Road to Ferrymead - underwidth M	55	10 years	Lapse
C22	Wigram Road	CCC - collector	South of Dunbars Road - Realign N	51	10 years	Roll-over
C23	Wigram Road/ Magdala Place	CCC - major	Implement a new Wigram-Magdala road link as an extension of Wigram Road across Curletts Road to connect with Magdala Place. N	45	10 years from 27 June 2014	Roll-over
C24	Woolston/ Burwood Expressway	CCC - major	Brook Street to Wainoni Road - 2 lanes E	34	10 years	Lapse

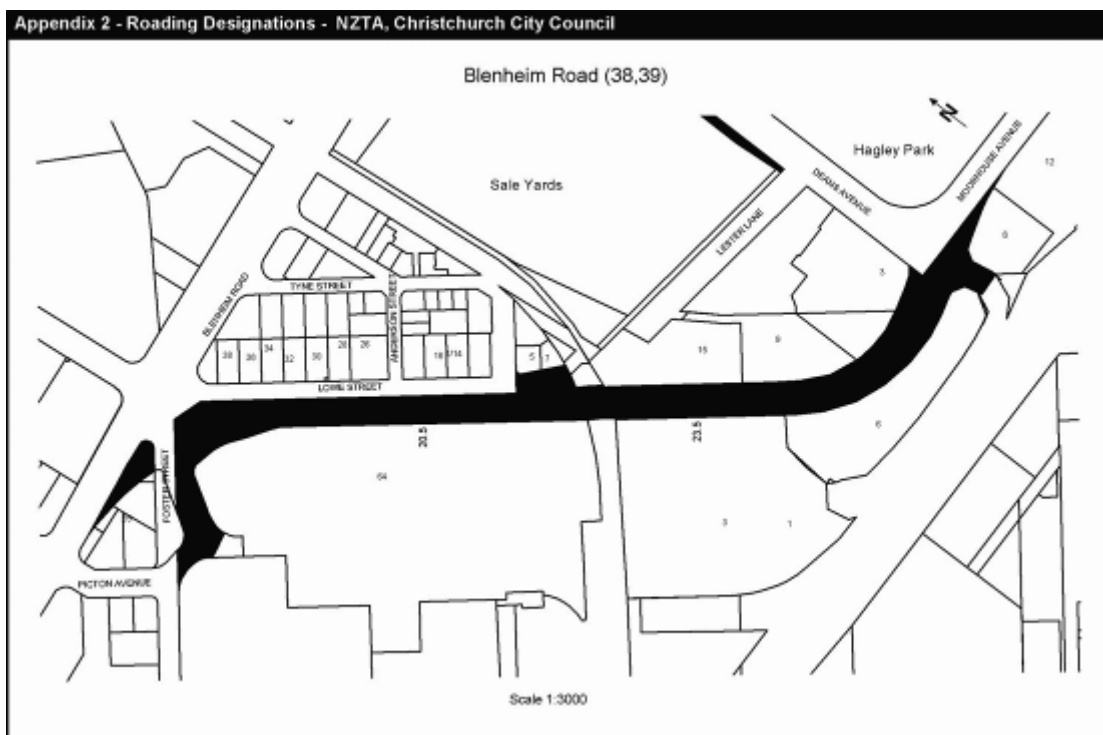
C1 – Barbadoes Street (**LAPSE**)

Designation Ref. No.	C1
Requiring Authority	CCC
Designation Purpose	Roading
Location	Barbadoes Street (at Purchas Street – intersection)
Roll-over Designation (with or without modification)	No – originally designated as an off-ramp for proposed motorway, no longer needed
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	32

GIS Mapping	Files to be provided separately (No Map in City Plan on-line)
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C2 – Blenheim Road (LAPSE)

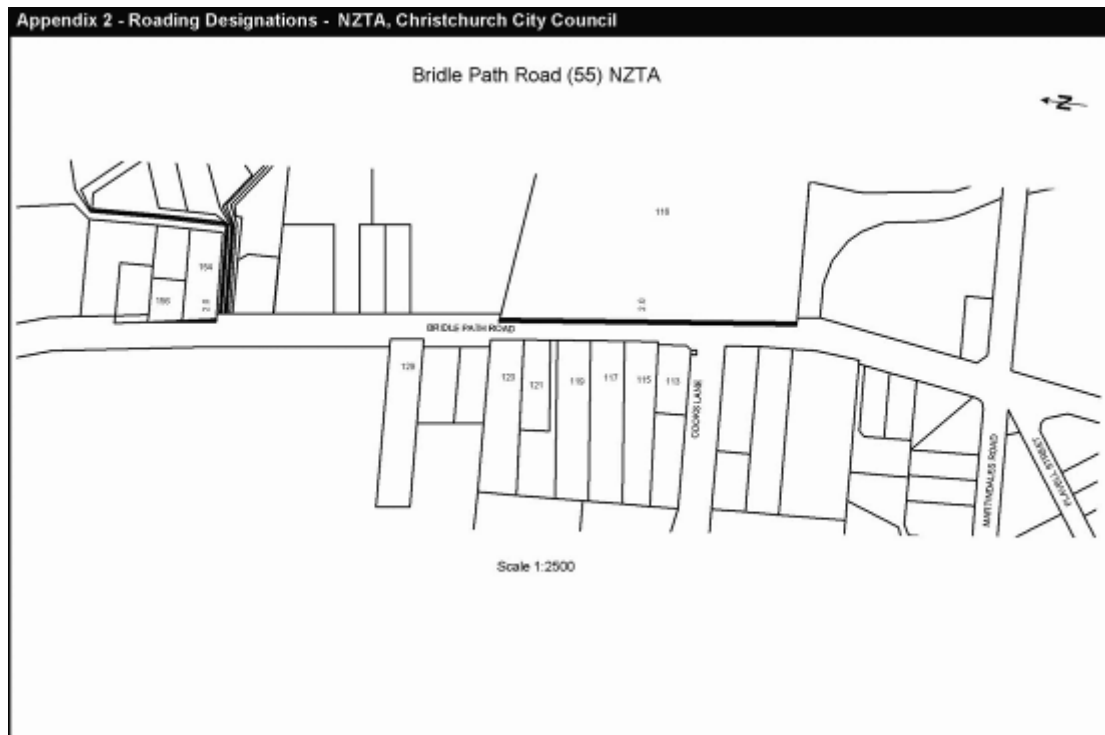
Designation Ref. No.	C2
Requiring Authority	CCC
Designation Purpose	Roading
Location	Blenheim Road (Picton Avenue to Moorhouse Avenue/Deans Avenue intersection – realign)
Roll-over Designation (with or without modification)	No – works complete
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	38 / 39
GIS Mapping	Files to be provided separately



C3 – Bridle Path Road (LAPSE)

Designation Ref. No.	C3
Requiring Authority	CCC
Designation Purpose	Roading
Location	Bridle Path Road (north of Martindales Road – widen)
Roll-over Designation (with or without modification)	No – no longer required
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	55

GIS Mapping	Files to be provided separately
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C4 – Deans Avenue (ROLL-OVER)

Designation Ref. No.	C4
Requiring Authority	CCC
Designation Purpose	Roading
Location	Deans Avenue (Blenheim Road to Moorhouse Avenue – widen)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2025
Map Number	39
GIS Mapping	Files to be provided separately

Location: The site is located along Deans Avenue between Lester Lane and the closed (to traffic) section of Blenheim Road. A plan is included below.

Why Designation is required: Deans Avenue is designated in the City Plan as a major arterial road. It is bounded by Hagley Park South immediately to the east, which generates a high parking demand by private vehicles and school / team buses during sporting events.

Proposed works and Improvements: The proposed works primarily include the relocation and reconstruction of the footpath and provision of on-street parking on the western side of Deans Avenue. There will also be reallocation of road space to improve separation between cyclists and parked vehicles and provision of

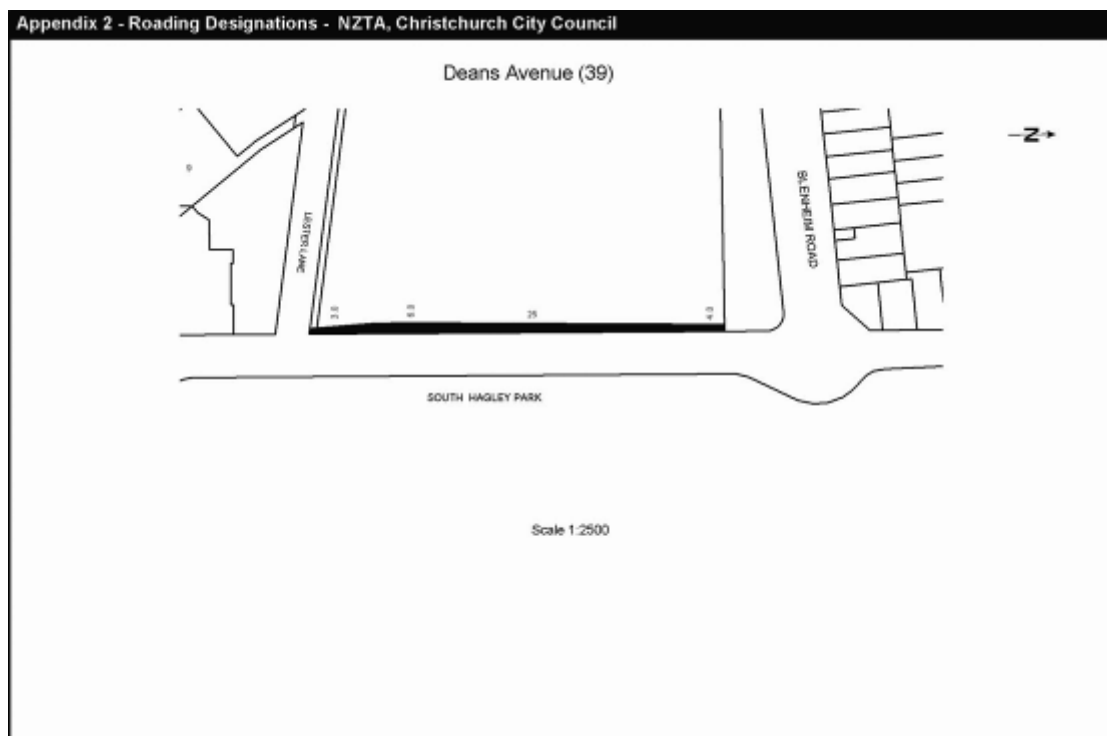
appropriate pedestrian crossing points. Under the Accessible City Chapter of the Christchurch Central Recovery Plan this road will form part of the central city avenues transport route and will cater for all modes of transport.

Effects on the Environment: The effects on the environment are considered to be less than minor, with the existing land on the western side being the vacant “Sales Yards” site.

Alternatives Considered: Options have been considered by the Council’s Capital Investigation Unit for this section of Deans Avenue, but is dependent on the development of schemes for the Accessible City Chapter of the Christchurch Central Recovery Plan.

Consultation undertaken: Discussions with the land owner regarding the purchase of the designated land are ongoing.

Long Term Plan information: while the project is not listed in the draft LTP, there are on-going discussions with the CCDU on the provision of the “Avenues” project – the timing is to be confirmed.



C5 – Ferry Road (ROLL-OVER)

Designation Ref. No.	C5
Requiring Authority	CCC
Designation Purpose	Roading
Location	Ferry Road (Wilsons Road to Randolph Street - 4 lanes)
Roll-over Designation (with or without modification)	Yes – with modification



Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2030
Map Number	40, 47
GIS Mapping	Files to be provided separately

Location: The site is located along Ferry Road between Wilsons Road and Randolph Street. A plan is included below.

Why Designation is required: The designation is required to improve traffic movement along the Ferry Road and Moorhouse Avenue transport corridor. Moorhouse Avenue and Ferry Road are classified as major arterial roads where the widening is proposed and currently carry in excess of 15,000 vpd and 23,000 vpd respectively. The corridor is also designated as an over-dimension route by NZTA. Moorhouse Avenue and Ferry Road will remain one of the principal routes between the Inner City and the eastern suburbs of New Brighton, Linwood, Sumner, Hillsborough and Lyttleton. A corridor study has been undertaken since the Canterbury earthquakes which demonstrates the need for the corridor widening.

Proposed works and Improvements: This proposed improvement, while focussing on widening options for the corridor, will also include an investigation of intersection improvements at the Ferry/Moorhouse/Wilsons intersection and the Aldwins/Ensors/Ferry intersection including targeted bus priority measures to assist with bus journey time reliability at the Aldwins/Ensors/Ferry intersection.

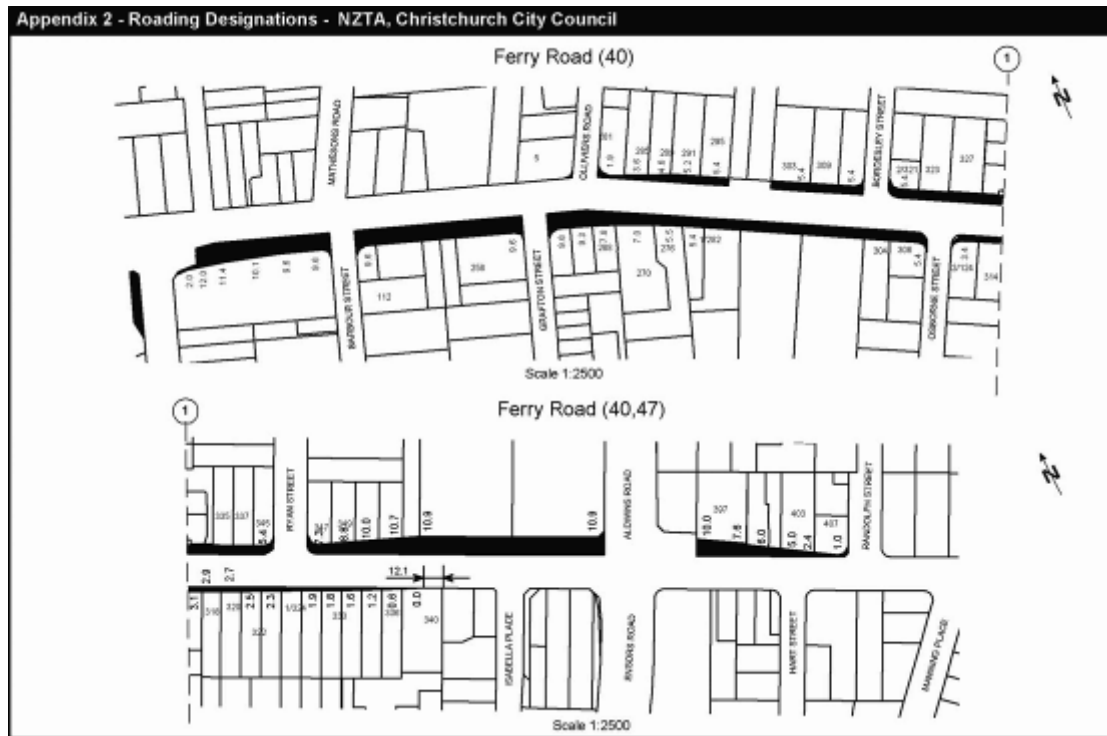
Effects on the Environment: The project will require the relocation/removal of street trees and relocation of fences closer to residents' houses. Special conditions apply to this designation for the retention and relocation of trees at 365 and 290 Ferry Road, there are also conditions on on-street parking at 304 Ferry Road and between 340 Ferry Road and 126 Osborne Street – CCC do not intend to apply to modify these conditions. Kerb lines are also expected to be affected. The effects on the environment are expected to be less than minor.

Alternatives Considered: There are no alternative routes that could be considered. The existing route caters for high traffic volumes, so road widening and the traffic signal improvements at the Ferry/Moorhouse/Wilsons North intersection and the Aldwins/Ensors/Ferry intersection are required to provide capacity and safety improvements. Additionally, significant consideration of alternative designs occurred in association with the recent suburban masterplan investigation along with bus priority improvements.

Consultation undertaken: Consultation has been undertaken with the public with regard to the masterplan proposal. Council are investigating purchase of properties.

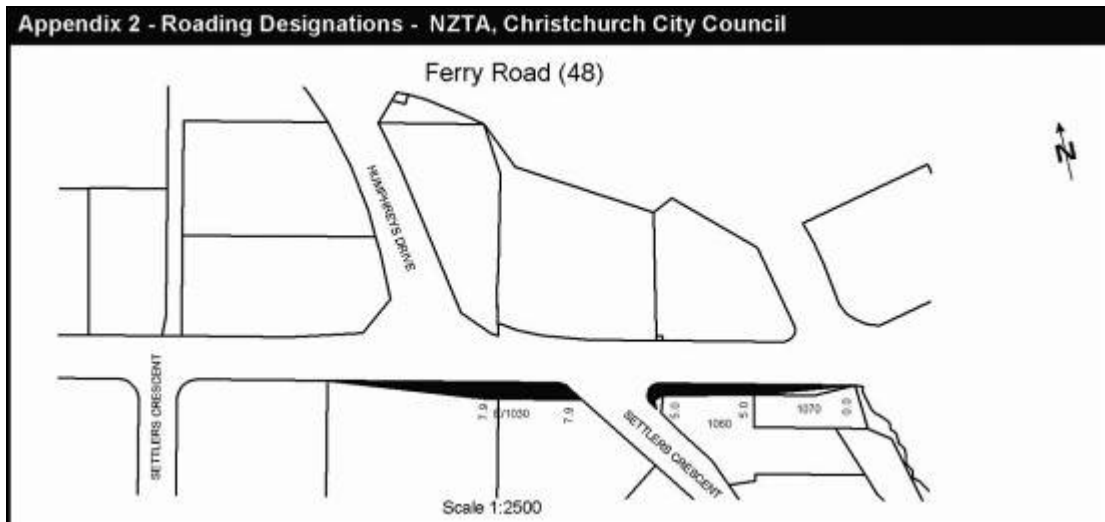
Required Plan or Regulation Information: Continue to provide the designation over this section of Ferry Road.

Long Term Plan information: in draft LTP as “Network Management Improvements: Ferry & Moorhouse Road Widening (Aldwins to Fitzgerald)” Project 916, 2016-2021.



C6 – Ferry Road (LAPSE)

Designation Ref. No.	C6
Requiring Authority	CCC
Designation Purpose	Roading
Location	Ferry Road (at Humphreys Drive – widen)
Roll-over Designation (with or without modification)	No
Nature of Modification (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	48
GIS Mapping	Files to be provided separately



C7 – Gasson Street (ROLL-OVER)

Designation Ref. No.	C
Requiring Authority	CCC
Designation Purpose	Roading
Location	Gasson Street (Carlyle Street to Brougham Street - 3 lanes)
Roll-over Designation (with or without modifications)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2030
Map Number	39, 46
GIS Mapping	Files to be provided separately

Location: The site is located along Gasson Street between Brougham Street and Kingsley Street. A plan is included below.

Why Designation is required: The designation was proposed to improve traffic movement along the Sparks-Milton-Burlington-Gasson-Madras transport corridor. Gasson Street is classified as minor arterial where the widening is proposed and currently carry in excess of 15,000 vpd. The corridor will remain one of the principal routes between the inner city and the southern suburbs of Sydenham, Cashmere, Somerfield, Spreydon, Hoon Hay and Halswell.

Proposed works and Improvements: Widening the corridor is still being considered through the Council’s corridor studies, however, it is proposed that intersection improvements are prioritised to ensure the safety and capacity of the network is managed appropriately. The works will also develop improved cycle facilities in line with Council local cycleway network design guidelines.

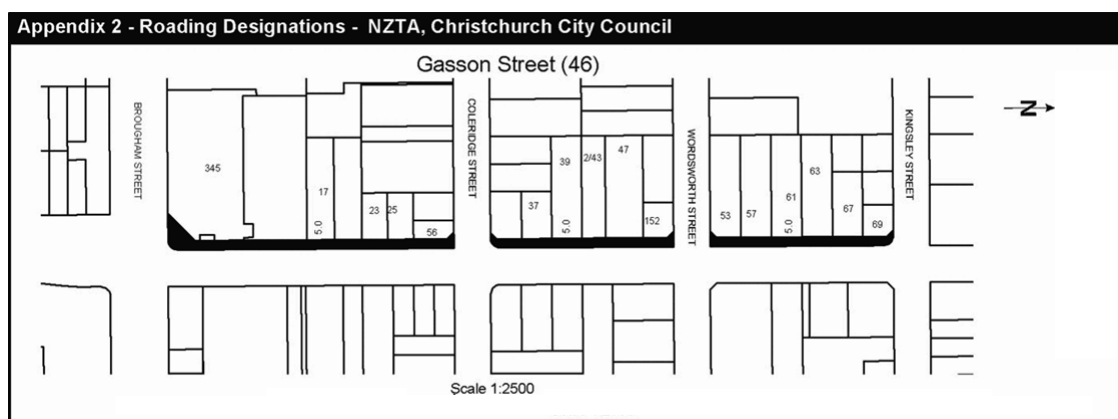
Effects on the Environment: The project will require kerb lines to be moved at the intersections and some buildings within the designated land may need to be demolished. The effects on the environment are expected to be less than minor.

Alternatives Considered: Alternative routes were considered as part of the review of the one-way system that the Central City Development Unit assessed. The one-way system’s connection to Madras Street remains and Gasson Street is an important connection from the south.

Consultation undertaken: Consultation is on-going with affected property owners on an ad hoc basis as enquiries are received. A consultation plan will be required if works are progressed. Council have recently purchased two properties within the designated area at the Kingsley intersection.

Required Plan or Regulation Information: Continue to provide the designation over the modified section of Gasson Street.

Long Term Plan information: in draft LTP as “Gasson Street Widening (Brougham to Kingsley)” Project 11039, 2025-2027 and “Intersection Safety: Byron/ Gasson” Project 17119, 2018-2020.



C8 – Hills Road (ROLL-OVER)

Designation Ref. No.	C8
Requiring Authority	CCC
Designation Purpose	Roading
Location	Hills Road (Avalon Street to Gresford Street – widen)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modification (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2025
Map Number	32
GIS Mapping	Files to be provided separately

Location: The site is located on the western and eastern sides of Hills Road from Avalon Street to Gresford Street. A plan is included below.

Why Designation is required: The designation is required to improve traffic movement from Whtimore Street to Hills Road, where there is currently a short merge from two lanes to one, and allow the installation of traffic signals at the intersection with North Avon Road. The intersection of Hills / North Avon is identified as No. 25 on the list of intersection safety improvements required in Christchurch.

Proposed works and Improvements: CCC has purchased the majority of properties required for the capital works. Hills Road is a minor arterial and is a key route from the north into the city and vice versa, and a link from the city to the key activity centre at the Palms.

Effects on the Environment: The project will require relocation/removal of street trees and relocation of fences closer to residents' houses. The effects on the environment are expected to be less than minor.

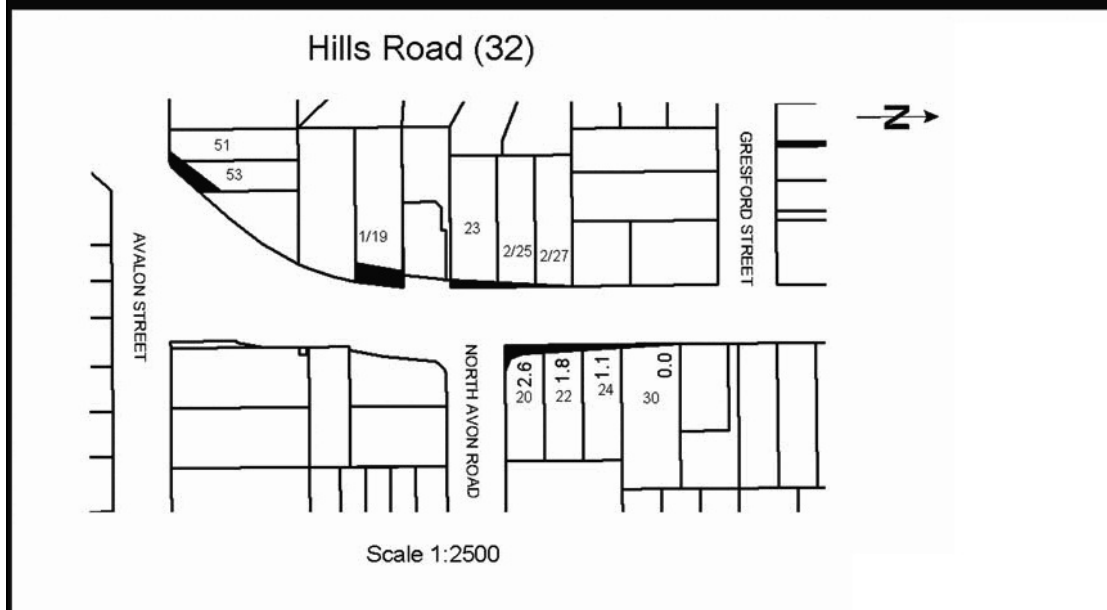
Alternatives Considered: There are no alternative routes that could be considered for this location.

Consultation undertaken: Consultation is on-going with affected property owners, some of which has resulted in the Council purchasing properties already. Because of this the designation was modified by Commissioner decision to remove strips of land adjacent to 17 and 21 Hills Road and the "triangle" immediately south of number 17 where the designation was no longer required. Should the project progress, a public consultation plan will be developed.

Required Plan or Regulation Information: Continue to provide the designation over this section of Hills Road.

Long Term Plan information: in draft LTP as "Intersection Safety: Hills/ North Avon"
Project 17142, 2020-2022

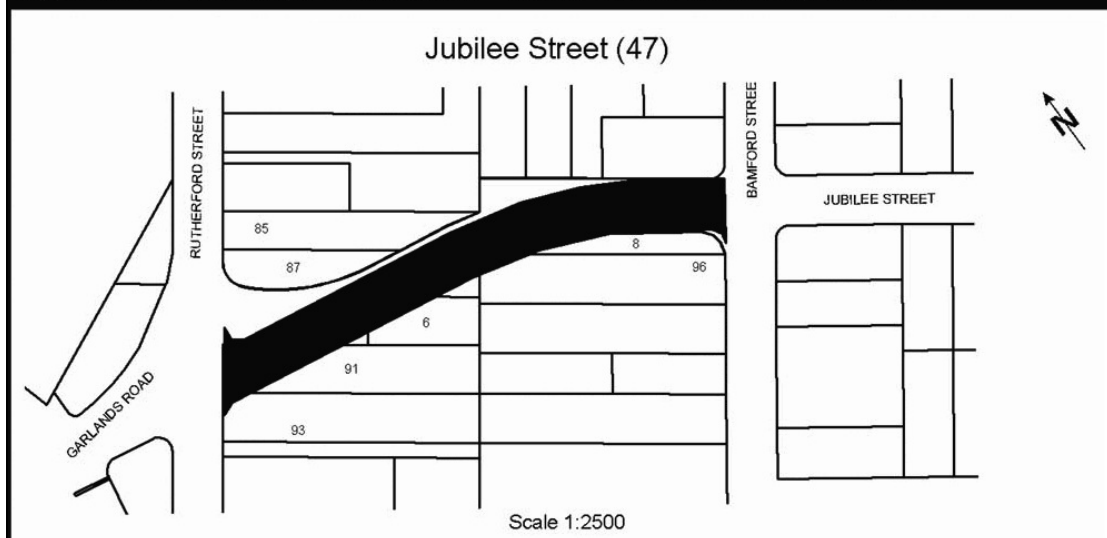
Appendix 2 - Roding Designations - NZTA, Christchurch City Council



C9 – Jubilee Street (LAPSE)

Designation Ref. No.	C9
Requiring Authority	CCC
Designation Purpose	Roding
Location	Jubilee Street (extend to Garlands Road – extension)
Roll-over Designation (with or without modification)	No – works complete
Nature of Modification (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	47
GIS Mapping	Files to be provided separately

Appendix 2 - Roding Designations - NZTA, Christchurch City Council





C10 – Lincoln Road (**ROLL-OVER**)

Designation Ref. No.	C10
Requiring Authority	CCC
Designation Purpose	Roading
Location	Lincoln Road (Curletts Road to Whiteleigh Avenue - 4 lanes)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry timeframe	2030
Map Number	45, 46
GIS Mapping	Files to be provided separately

Location: The site is located along Lincoln Road between Curletts Road and Wrights Road. A plan is included below.

Why Designation is required: The designation is required to improve traffic movement along the Lincoln Road (and Halswell Road) transport corridor. Lincoln Road is classified as a major arterial road and currently carries in excess of 24,000 vpd. The corridor is also linked to NZTA’s State Highway network at Halswell Road. Lincoln Road will remain one of the principal routes between the Inner City and the south-western suburbs of Addington, Hoon Hay, Hillmorton, Aidanfield, Westlake, Oaklands and Halswell. A corridor study has been undertaken since the Canterbury earthquakes which demonstrates the need for the corridor widening.

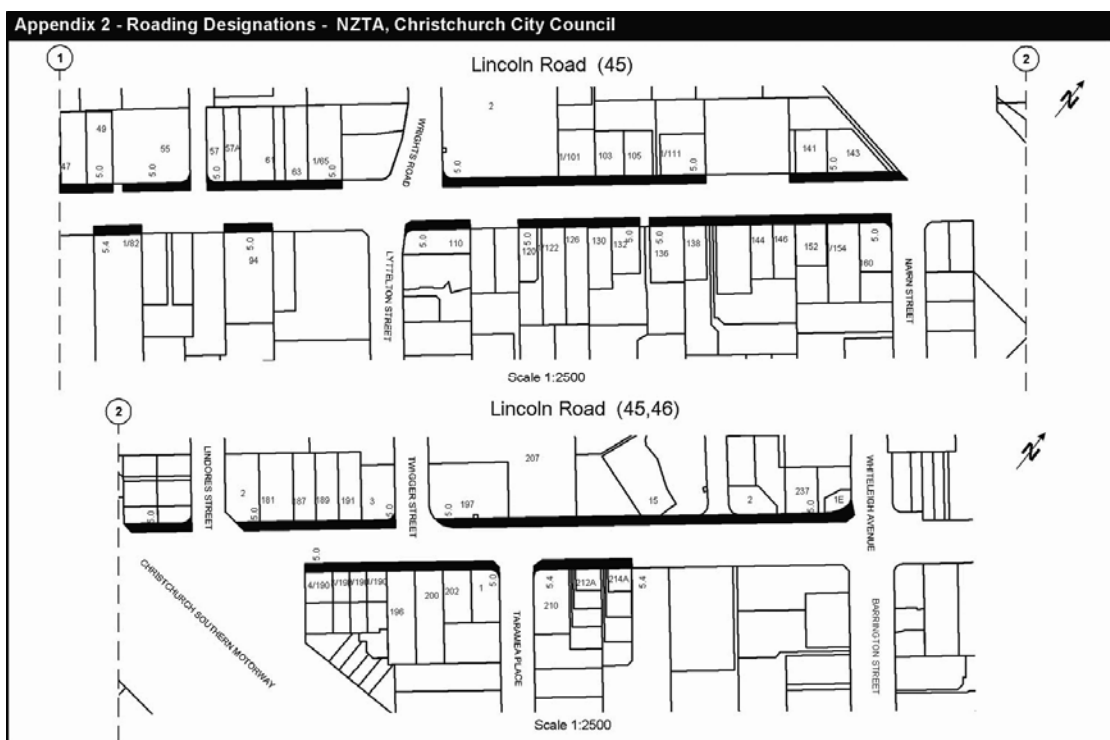
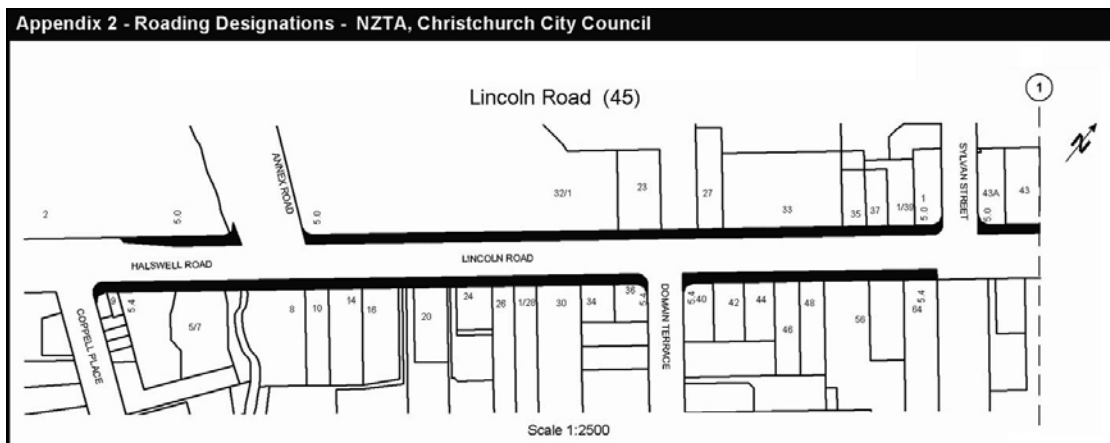
Proposed works and Improvements: This proposed improvement, while focussing on widening options for the corridor, will also include an investigation to improve the intersection at Curletts/Lincoln/Halswell and include targeted bus priority measures to assist with bus journey time reliability along Lincoln Road. Further to a recent review of transport infrastructure required in the south west, the opening of the Christchurch Southern Motorway Stage 1 and the construction of the Christchurch Southern Motorway Stage 2 and the Wigram-Magdala Link bridge are likely to ease congestion on this corridor in the medium term, however longer term (between 2021 and 2031) the road widening works are still likely to be required.

Effects on the Environment: The project will require the removal of berms and relocation of fences closer to residents’ houses. Kerb lines are also expected to be affected. The effects on the environment are expected to be less than minor.

Alternatives Considered: The State Highway corridor immediately south of Lincoln Road meant that there were no alternative routes that could be considered to transport strategic traffic, however, the effects on the Halswell Junction Road corridor and the Sparks Road corridor were assessed with minor adverse effects. The existing route caters for high traffic volumes, so road widening and the intersection upgrade are required to provide capacity and safety improvements.

Consultation undertaken: Consultation is ongoing with the effected landowners on an ad hoc basis as enquiries are received; a consultation plan is required if capital investigation progresses.

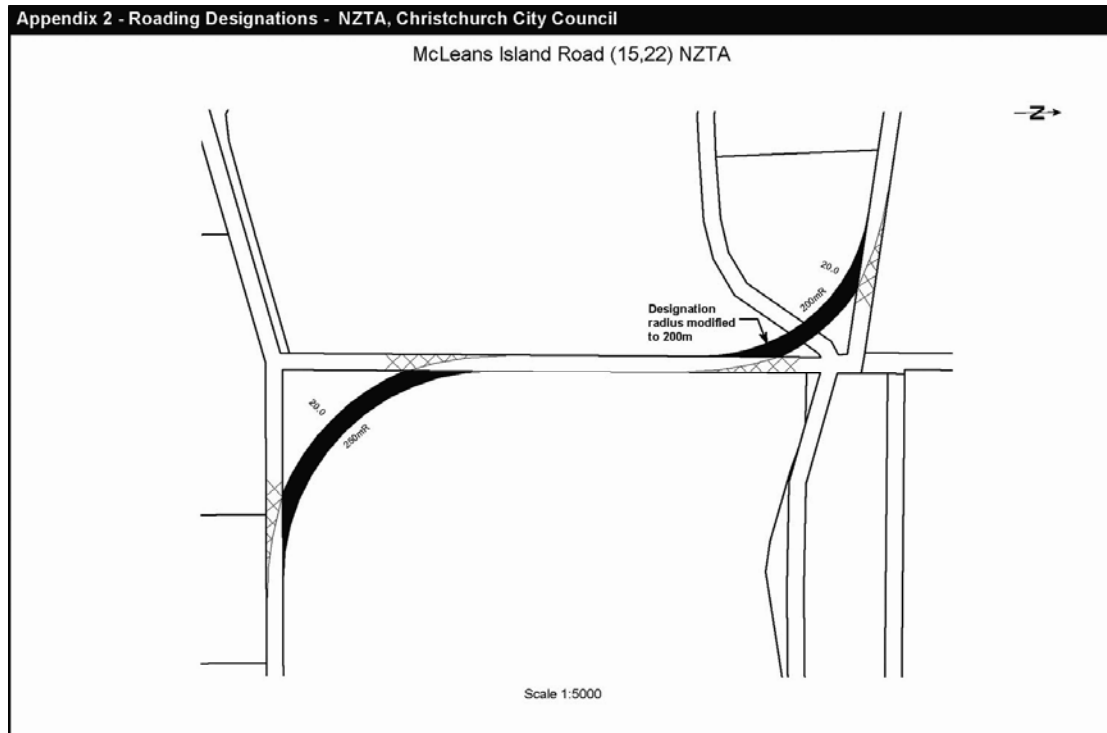
Long Term Plan information: in draft LTP as “Lincoln Road Widening (Curletts to Wrights)” Project 917, 2017-2020.



C11 – McLeans Island Road (LAPSE)

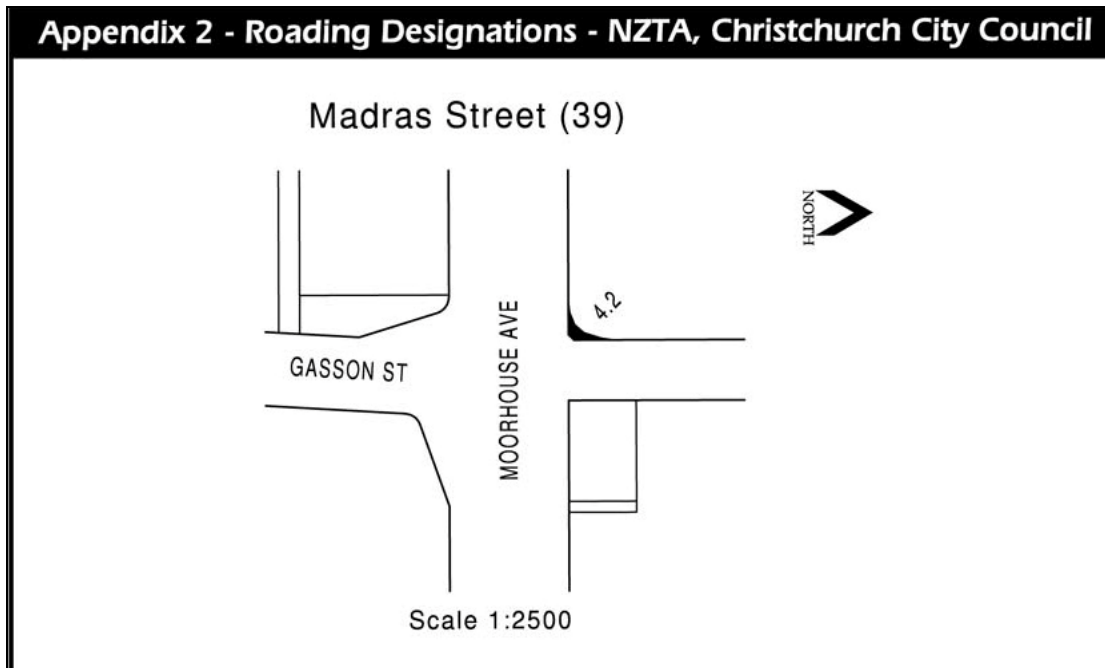
Designation Ref. No.	C11
Requiring Authority	CCC
Designation Purpose	Roading
Location	McLeans Island Road (Coxs Road to Stopbank – realign)
Roll-over Designation (with or without modification)	No – required property has been purchased

Nature of Modification (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	15, 22
GIS Mapping	Files to be provided separately



C12 – Madras Street (LAPSE)

Designation Ref. No.	C12
Requiring Authority	CCC
Designation Purpose	Roading
Location	Madras Street (at Moorhouse Avenue – intersection)
Roll-over Designation (with or without modification)	No
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	39
GIS Mapping	Files to be provided separately



C13 – Madras Street (**LAPSE**)

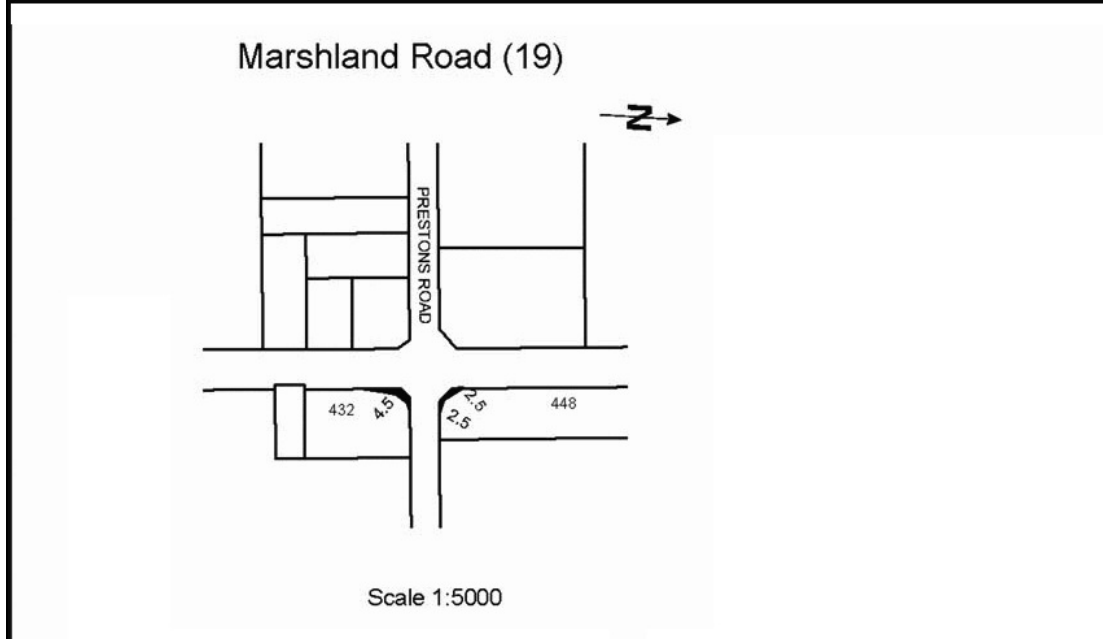
Designation Ref. No.	C13
Requiring Authority	CCC
Designation Purpose	Roading
Location	Madras Street (at Purchas Street – intersection)
Roll-over Designation (with or without modification)	No
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	32
GIS Mapping	Files to be provided separately

(No Map in City Plan on-line)

C14 – Marshland Road (**LAPSE**)

Designation Ref. No.	C14
Requiring Authority	CCC
Designation Purpose	Roading
Location	Marshland Road (at Prestons Road – intersection)
Roll-over Designation (with or without modifications)	No – works complete
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	19
GIS Mapping	Files to be provided separately

Appendix 2 - Roading Designations - NZTA, Christchurch City Council



C15 – Marshland Road (LAPSE)

Designation Ref. No.	C15
Requiring Authority	CCC
Designation Purpose	Roading
Location	Marshland Road (remove roundabout and install traffic signals at intersection with Queen Elizabeth II Drive)
Roll-over Designation (with or without modification)	No – works complete (NZTA)
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	26
GIS Mapping	Files to be provided separately

C16 – Moorhouse Avenue (ROLL-OVER)

Designation Ref. No.	C16
Requiring Authority	CCC
Designation Purpose	Roading
Location	Moorhouse Avenue (Fitzgerald Avenue to Wilsons Road - 4 lanes)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe and to reduce the general width required to 5.5m, an updated plan is provided below.
Lapse Date	2015
Expiry Timeframe	2030
Map Number	39, 40
GIS Mapping	Files to be provided separately

Location: The site is located along Moorhouse Avenue between Fitzgerald Avenue and Wilsons Road. A plan is included below. See Ferry Road information above.

Why Designation is required: The designation is required to improve traffic movement along the Ferry Road and Moorhouse Avenue transport corridor. Moorhouse Avenue and Ferry Road are classified as major arterial roads where the widening is proposed and currently carry in excess of 15,000 vpd and 23,000 vpd respectively. The corridor is also designated as an over-dimension route by NZTA. Moorhouse Avenue and Ferry Road will remain one of the principal routes between the Inner City and the eastern suburbs of New Brighton, Linwood, Sumner, Hillsborough and Lyttleton.

Proposed works and Improvements: This proposed improvement, while focussing on widening options for the corridor, will also include an investigation of intersection improvements at the Ferry/Moorhouse/Wilsons intersection and the Aldwins/Ensors/Ferry intersection including targeted bus priority measures to assist with bus journey time reliability at the Aldwins/Ensors/Ferry intersection.

Effects on the Environment: The project will require the relocation/removal of street trees and relocation of fences closer to residents' houses. Kerb lines are also expected to be affected. The effects on the environment are expected to be less than minor.

Alternatives Considered: There are no alternative routes that could be considered. The existing route caters for high traffic volumes, so road widening and the traffic signal improvements at the Ferry/Moorhouse/Wilsons North intersection and the Aldwins/Ensors/Ferry intersection are required to provide capacity and safety improvements. Additionally, significant consideration of alternative designs occurred in association with the recent suburban masterplan investigation along with bus priority improvements. Road cross-sections have been assessed and it is now considered that a 5m width on Moorhouse Avenue is required to widen the road sufficiently.

Consultation undertaken: Consultation has been undertaken with the public with regard to the masterplan proposal. Council are investigating purchase of properties.

Required Plan or Regulation Information: Continue to provide the designation over this section of Moorhouse Avenue with modification to the width (from 10.9m proposed to 5m).

Long Term Plan information: in draft LTP as "Network Management Improvements: Ferry & Moorhouse Road Widening (Aldwins to Fitzgerald)" Project 916, 2016-2021.

Roading Designations



C17 – Northcote Road (**ROLL-OVER**)

Designation Ref. No.	C17
Requiring Authority	CCC
Designation Purpose	Roading
Location	Northcote Road (Main North Road to Railway - 4 lanes)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2025
Map Number	24, 25
GIS Mapping	Files to be provided separately

Location: The site is located along Northcote Road between Main North Road / QEII Drive and Greers Road / Sawyers Arms Road. A plan is included below.

Why Designation is required: The designation is required to improve traffic movement along the Northcote Road (QEII Drive and Sawyers Arms Road) transport corridor. These roads sit between the Western SH and proposed Northern Arterial Motorway. Northcote Road is classified as a major arterial road and currently carries in excess of 24,000 vpd. The corridor is linked to NZTA's State Highway network at Russley/Johns Road and QEII Drive. Northcote Road will remain one of the principal routes between the Western SH and the Northern Motorway, forming part of a ring road to the north of the Inner City.

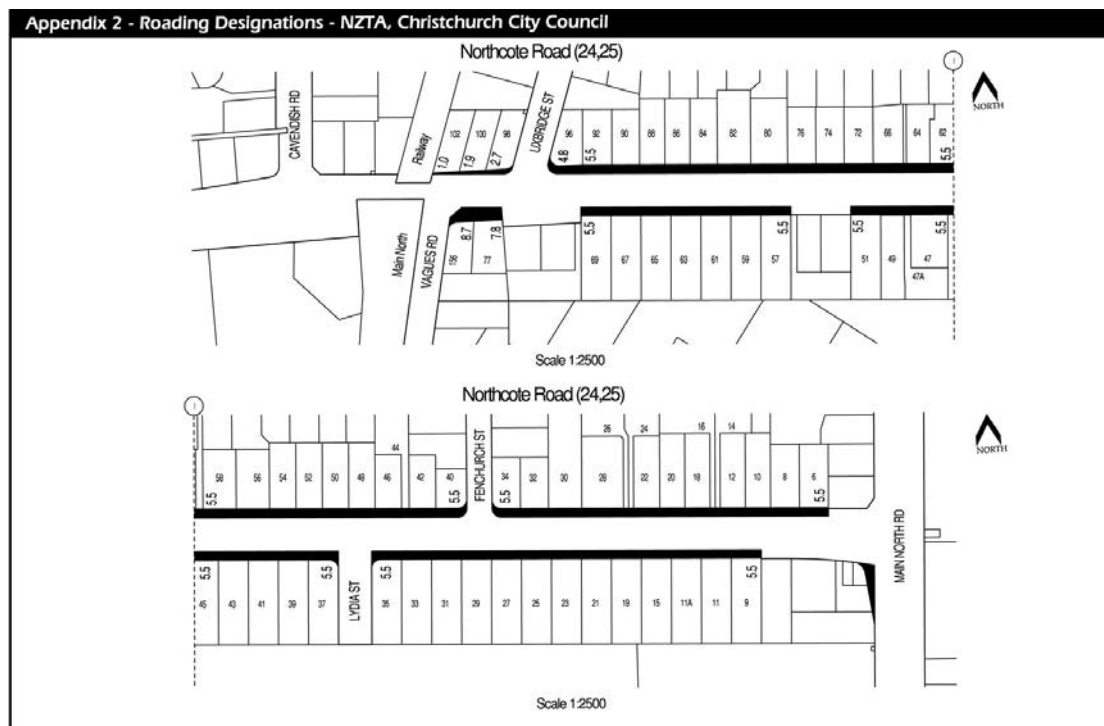
Proposed works and Improvements: This proposed improvement, while focussing on widening options for the corridor, is also associated with the intersection improvements at the Greers/Northcote/Sawyers Arms intersection.

Effects on the Environment: The project will require the removal of berms and relocation of fences closer to residents' houses. Kerb lines are also expected to be affected. The effects on the environment are expected to be less than minor.

Alternatives Considered: There are no alternative routes that could be considered. The existing route caters for high traffic volumes, so road widening is required to provide capacity and safety improvements.

Consultation undertaken: Consultation is ongoing with the effected landowners on an ad hoc basis as enquiries are received; a consultation plan is being developed in association with the capital investigations.

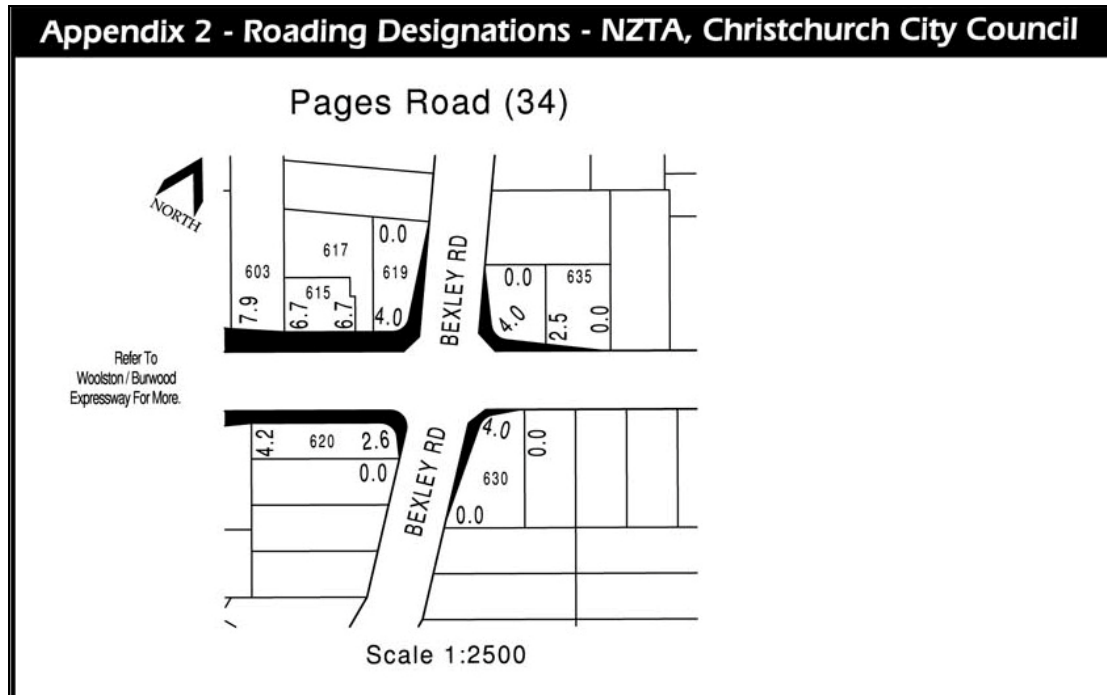
Long Term Plan information: in draft LTP as "Northcote Road 4 laning" Project 915, 2015-2017 (and "Intersection Improvement: Greers/Northcote/Sawyers Arms" Project 243, 2015-2016)



C18 – Pages Road (LAPSE)

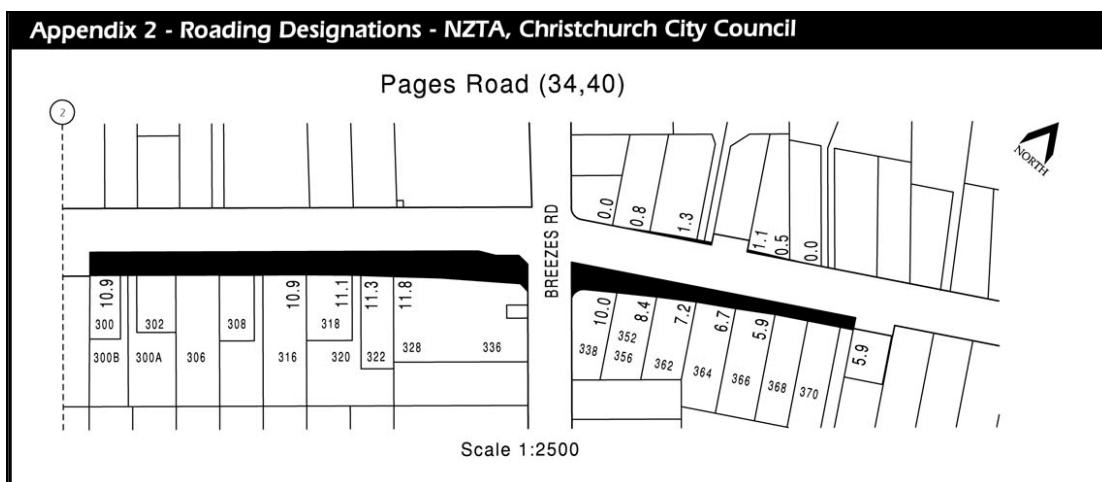
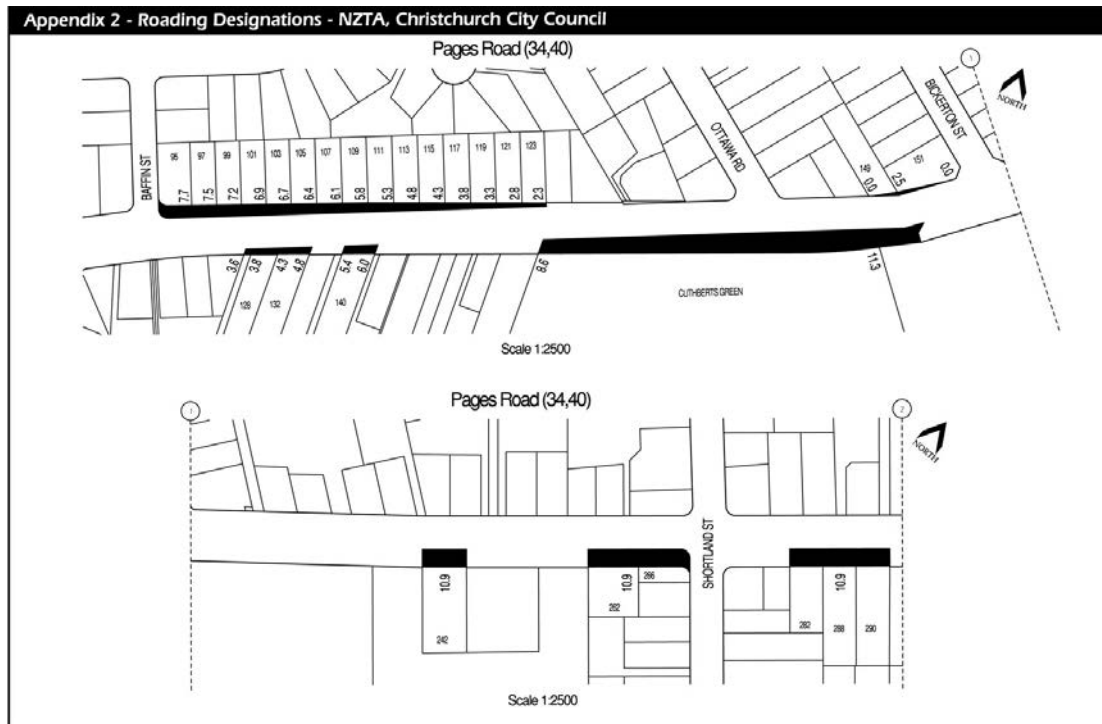
Designation Ref. No.	C18
Requiring Authority	CCC
Designation Purpose	Roading
Location	Pages Road (at Bexley Road – intersection)
Roll-over Designation (with or without modification)	No – no longer required

Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	34
GIS Mapping	Files to be provided separately



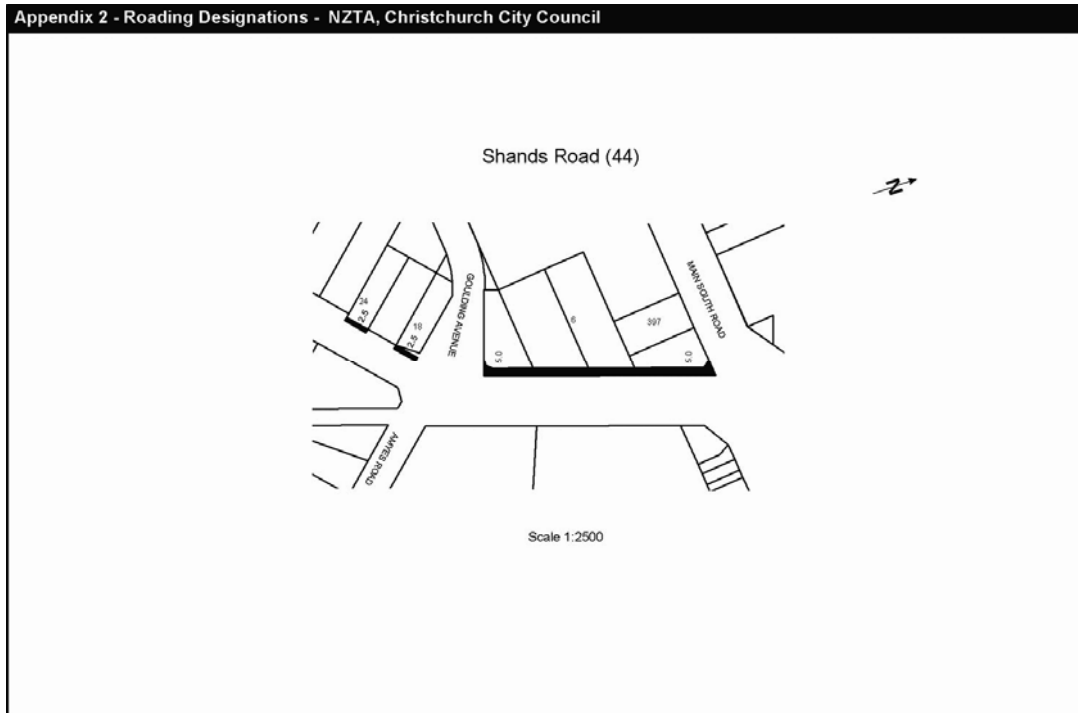
C19 – Pages Road (**LAPSE**)

Designation Ref. No.	C19
Requiring Authority	CCC
Designation Purpose	Roading
Location	Pages Road (Kearneys Road to Breezes Road - 4 lanes)
Roll-over Designation (with or without modification)	No – no longer required
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	33, 34, 40
GIS Mapping	Files to be provided separately



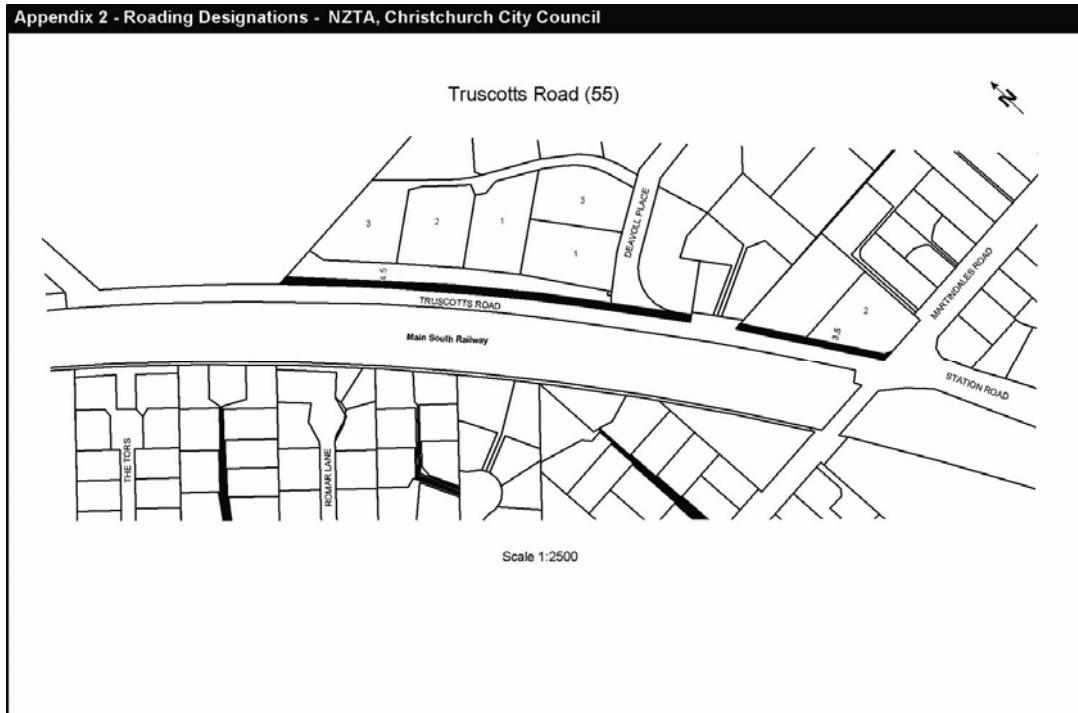
C20 – Shands Road (LAPSE)

Designation Ref. No.	C20
Requiring Authority	CCC
Designation Purpose	Roading
Location	Shands Road (Amyes Road to Main South Road – widen)
Roll-over Designation (with or without modification)	No – works complete
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	44
GIS Mapping	Files to be provided separately



C21 – Truscotts Road (LAPSE)

Designation Ref. No.	C21
Requiring Authority	CCC
Designation Purpose	Roading
Location	Truscotts Road (Martindales Road to Ferrymead – underwidth)
Roll-over Designation (with or without modification)	No – no longer needed
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	55
GIS Mapping	Files to be provided separately



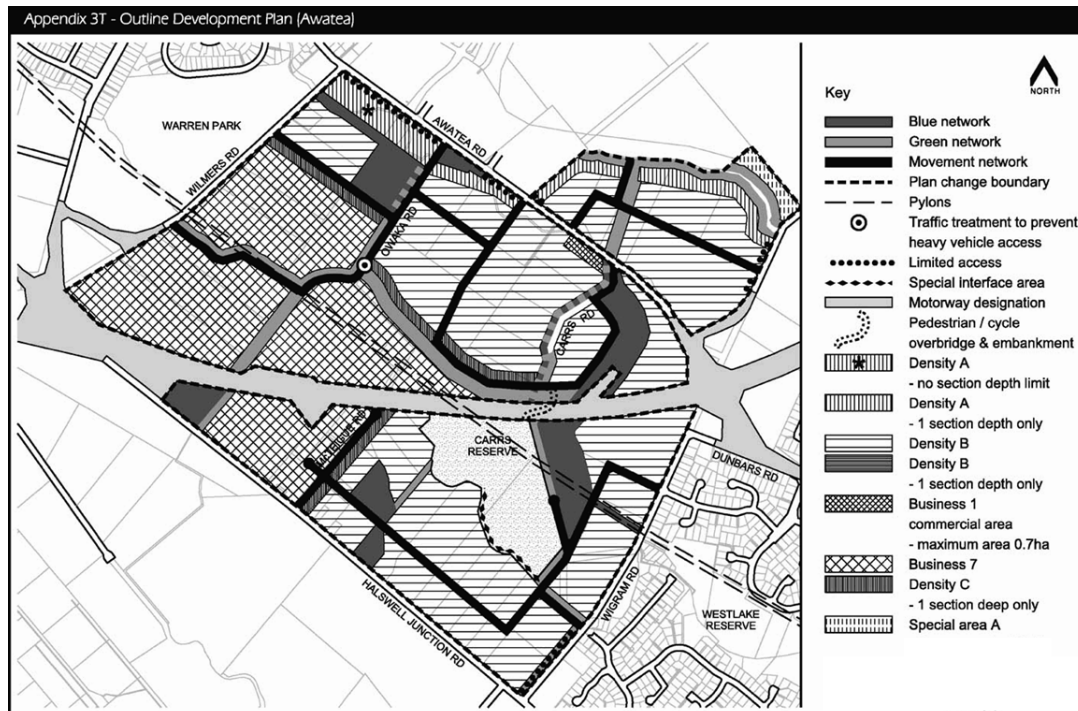
C22 – Wigram Road (ROLL-OVER)

Designation Ref. No.	C22
Requiring Authority	CCC
Designation Purpose	Roading
Location	Wigram Road (south of Dunbars Road – realign)
Roll-over Designation (with or without modification)	Yes – with modification
Nature of Modifications (if applicable)	Modification to expiry timeframe
Lapse Date	2015
Expiry Timeframe	2025
Map Number	51
GIS Mapping	Files to be provided separately

Location: The site is located along Wigram Road between Dunbars Road and Halswell Junction Road. A plan is included below.

Why Designation is required: The designation is required to improve traffic movement along the Wigram Road transport corridor. Wigram Road is classified as a collector road and currently carries in excess of 6,000 vpd. Once the Wigram-Magdala Link bridge is opened, volumes are expected to increase.

Proposed works and Improvements: This proposed improvement will straighten Wigram Road to the south of its current alignment, as identified in the Awatea Plan Change Outline Development Plan below.

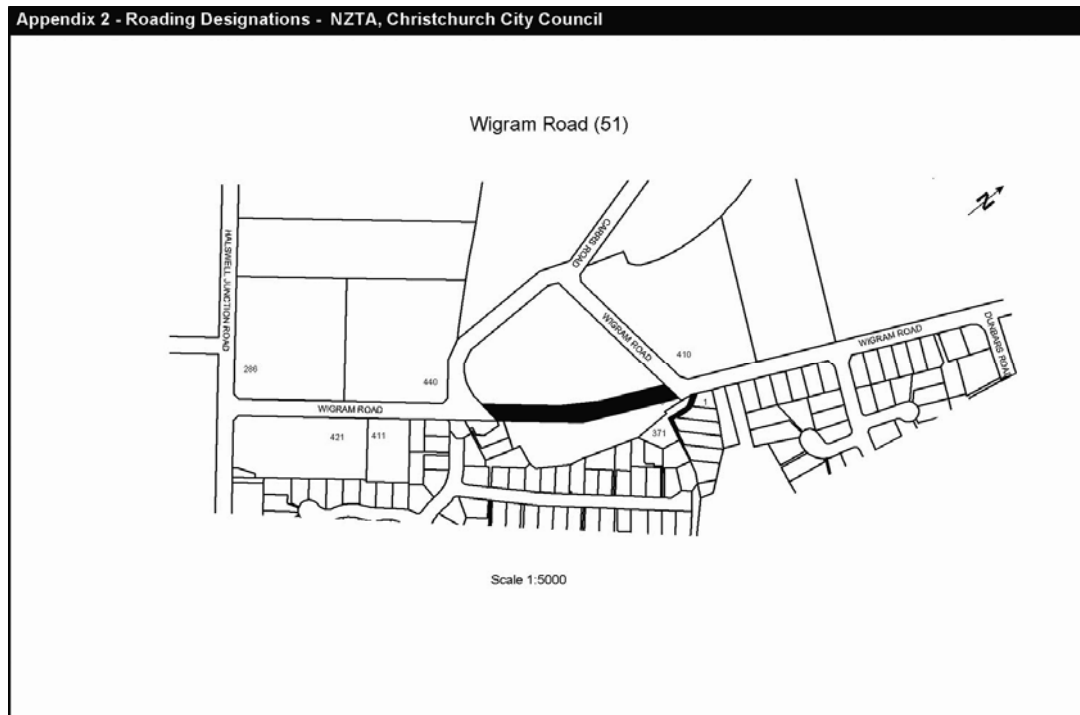


Effects on the Environment: The project will require construction of a new road along a new alignment, so may involve relocation of fences closer to residents' houses. New kerb line will need to be formed. The effects on the environment are expected to be less than minor.

Alternatives Considered: There are no alternative routes that could be considered. The existing route caters for high traffic volumes, so road widening is required to provide capacity and safety improvements.

Consultation undertaken: Consultation is ongoing with the effected landowners on an ad hoc basis as enquiries are received; a consultation plan is required for further investigation.

Long Term Plan information: in draft LTP as "Wigram Road Upgrade" Project 926, 2015-2016.



C23 – Wigram Road/Magdala Place (ROLL-OVER)

Designation Ref. No.	C23
Requiring Authority	CCC
Designation Purpose	Roading
Location	Wigram Road/Magdala Place (Implement a new Wigram-Magdala road link as an extension of Wigram Road across Curletts Road to connect with Magdala Place)
Roll-over Designation (with or without modification)	Yes
Nature of Modifications (if applicable)	N/A
Lapse Date	2024
Expiry Timeframe	2024
Map Number	45
GIS Mapping	Files to be provided separately

Special conditions apply to this designation – CCC do not intend to apply to modify these conditions.

C24 – Woolston/Burwood Expressway (LAPSE)

Designation Ref. No.	C24
Requiring Authority	CCC
Designation Purpose	Roading
Location	Woolston/Burwood Expressway (Brook Street to Wainoni Road - 2 lanes)
Roll-over Designation (with or without modification)	No
Nature of Modifications (if applicable)	N/A
Lapse Date	2015
Expiry Timeframe	Let Lapse
Map Number	34
GIS Mapping	Files to be provided separately

CCC Water Supply, Wastewater and Solid Waste Designations Roll Over Report

1. The Council has embarked on a review of existing designations and this report addresses the following existing designations, numbered according to the list in Table 7 of the main report:

- 1.1. Five water supply infrastructure sites in the Heathcote Valley area (No. 1 – 5);
- 1.2. Twenty three sites on Banks Peninsula, either for water supply or wastewater related infrastructure (No. 6 – 27, and 33);
- 1.3. Five sites on Banks Peninsula for solid waste related infrastructure (No. 28 – 32).

2. **TO BE ROLLED OVER:** Summary of roll-overs required (All sites contain existing infrastructure for essential services):

- 2.1. Existing designations for Sites No. 1 – 3, 6 – 8, 10 - 25, and 29 - 33 should be rolled over without modifications, using the information in the table (updated to correct spelling or land size or property description details).

(For clarification the existing conditions for Site 20 *Cashin Quay* are to remain unaltered except for updating to the reference to the 2008 version of NZ Standard 6801, instead of the 1991 version).

2.2 The existing designation for Site 9 should be rolled over with one modification – by including a specific condition relating to potential noise from the site. To date the existing designation is silent on any specific standard. It is proposed that the following condition be included:

“Noise levels shall be measured and assessed in accordance with the requirements of New Zealand Standard 6801/2008 Measurement of Environmental Sound. Noise levels generated by the activity as measured at the boundary of the site zone shall not exceed the following limits:

Day 0700 2200 hours: 55dBA(L10)

Night 2200 – 0700 hours :45 dBA(L10)

And an L Max of the lower of 75 dBA or the background sound level plus 30”.

2.3 The existing designation for Sites 26 and 27 should be rolled over but the reference to the location of the noise standard reference in the existing District Plan should be updated to read as follows:

“Any activity shall be designed and conducted so as to ensure that the following noise limits are not exceeded at any point outside the site boundary:

• At night time - 40 dBA(L10)

70 dBA(Lmax)

• At all other times - 50 dBA(L10)”.

(The current condition reads: All new activities on the site shall comply with a noise limit at the boundary of any residential site consistent with the residential noise standards set out in Chapter 33 Noise of the Plan).

2.4 The existing designation for Site 28 (*Barry’s Bay waste transfer station*) should be rolled over. The site is fully operational with all landscaping established long ago. The designation should be rolled over but with updated conditions to delete the original construction and landscaping requirements, and to reference the latest management plan.

The proposed new conditions are:

1. *That the facility be operated in accordance with the 2010 'Site Management Plan Barrys Bay Refuse Transfer Station CCC001 Transpacific Industries Ltd', or subsequent revisions, except that:*

(a) Scrap metal for recycling shall be limited to that able to be transported by a standard single axle car trailer. No car bodies shall be accepted.

(b) No shredder, chainsaw or other noisy machinery shall be operated outside of the hours 0800-1800, Monday to Friday and 0800-1300 Saturdays.

2. *That the site is to be maintained in accordance with the concept plans presented by Lucas Associates at the hearing for resource consent 95/0483 including the plant species specified, except to the extent that the concept plans were varied by resource consent LUC 96/090. All planting shall be undertaken and maintained in accordance with recognised standards and any deceased plantings replaced during the following planting season.*

3. *That the domestic and recycling skips, gatehouse, recycling bins and garage be painted colour 12b21.*

3. **TO BE DELETED:** The designations for the following two water supply related sites (as contained in the Council's City Plan) are no longer required, and can be omitted:

Tunnel Road	Waterworks well and pump station
11 Butts Valley Road	Waterworks reservoir and pipeline

4. Editing Note: For site 13 the name should be *Clem Paterson Lane*, Governor's Bay, not Clem Patterson Place.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

9. WAIRAKEI ROAD / WOOLDRIDGE ROAD INTERSECTION UPGRADE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, Assets and Networks	N	
Author:	Mark Gregory, Transport Network Planner	Y	DDI 941 8618

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 To seek a recommendation from the Infrastructure, Transport and Environment Committee for Council approval that the signalling of the Wairakei Road / Wooldridge Road intersection be deferred. It is presently scheduled for delivery during financial year 2015 – 2016.

2. EXECUTIVE SUMMARY

- 2.1 The Wairakei Road / Wooldridge Road roundabout presently experiences congestion during the peak periods. However, modelling of the network and the intersections indicates that this situation is likely to improve significantly, following the Roads Of National Significance (RONS) improvements on the Western Corridor with the partial closure of Wairakei Road at Johns Road, and reconstruction of the Central City. Therefore, we recommend that the project will have benefits in the much longer term and therefore, funding should be deferred.
- 2.2 Although the project can be deferred we have identified a future requirement for signalisation in 2026. In the meantime full scheme plans are being developed to have ready for construction in the future.

3. BACKGROUND

- 3.1 The Wairakei Road / Wooldridge Road roundabout has been nominated for signalisation through the Capital Programme, in response to localised congestion issues and anticipated development pressures.
- 3.2 The City Plan contains a clause (Volume 3: Chapter 14 s5.3.8) which states that any development on the Tait campus that exceeds 10,000 square metres shall be a 'non complying activity' until the upgrading of the Wairakei / Wooldridge Roads (including traffic signals) has been carried out.
- 3.3 There are aspirations to improve pedestrian crossing facilities in the area and signalisation has been identified as a means to implement such improvements. There are no recorded crashes involving pedestrians. The intersection has a very low crash record and is not identified on any road safety prioritisation measure, including KiwiRAP (Road Assessment Programme administered by New Zealand Transport Agency).
- 3.4 Construction of RONS SH1 Johns Road – Russley Road upgrade is anticipated for completion in 2018/19. Part of the works will include restricted access from some Council maintained roads, including Wairakei Road. These changes are included in the Council's Christchurch Assignment Stimulation Technique (CAST) traffic model and are expected to result in significant changes to traffic patters, including reduction in traffic flows at the Wairakei Road / Wooldridge Road.
- 3.5 Furthermore, it is presently assumed that a 'rapid' growth scenario in the Central City will cause the remediation of traffic growth that has occurred in the western suburbs following the 2010 and 2011 earthquakes.
- 3.6 The matters discussed in 3.4 and 3.5 have been reflected in modelling work that has part informed the conclusion that there will possibly be negative benefits from upgrading the intersection now. An intersection model, using CAST flows has been developed for circa 2021 and concludes that the roundabout will operate at a high level of service, based on present development estimations and the inclusion of RONS.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014**9 Cont'd**

3.7 Modelling has also been undertaken for 2026, and has included the North West Review Area (NWRA) traffic flows. Under these conditions, the roundabout performs at a poor Level of Service and further investigation indicates that signalisation around this time would yield significant benefits in econometric terms. A scheme for such an intersection upgrade has been produced to Part 5 stage (preferred option) and will be available for implementation at a later date, as deemed necessary.

4. COMMENT

4.1 Based on the information available, the intersection does not require upgrading at the present time. Given the effects of RONS and land use growth assumptions, the Council can afford to defer signalisation without any known detriment to network operations.

4.2 An alternative 'interim scheme', making changes to the existing roundabout has been assessed and modelled using intersection simulation software. The findings were that there would be negative benefits to congestion relief and pedestrian safety and therefore this option has not been progressed further.

4.3 The matters raised in this report have been discussed and ratified within the Transport Operations and Capital (TOC) Officer's Committee. The report that went before this Committee is available upon request.

5. FINANCIAL IMPLICATIONS

5.1 A sum of \$764,376 has been allocated to the project in Financial Year 2014 / 15.

5.2 Following expenditure on design, remaining capital funds will be given up and reapplied for in future Long Term Plans (LTPs) when the improvements are needed.

6. STAFF RECOMMENDATION

That the Infrastructure, Transport and Environment Committee recommend that the Council:

6.1 Defer the project for at least six years but approve that some funds are to be used for scheme design this year.

6.2 Note that during this deferral period there will be opportunity to monitor the impacts of the Road Of National Significance and also to re-examine land use / transport models which will have updated land use growth assumptions.

6.3 Note that it is likely that if the North West Review Area developments go ahead (estimated to be middle of next decade) then there will be definite benefits then to signalling the intersection.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

10. STYX MILL TELECOMMUNICATION LICENCE AGREEMENT – SPARK NZ LIMITED

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operations Group	N	
Officer responsible:	Unit Manager, City Water and Waste	N	
Author:	Nick Jenkins, Leasing Consultant	Y	DDI 941 5060

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 To seek the recommendation of the Infrastructure, Transport and Environment Committee to Council that a further licence agreement be granted to Spark New Zealand Limited for telecommunication purposes over part of 76 Styx Mill Road.
- 1.2 The existing telecommunication licence agreement between the Council and Spark New Zealand Limited is soon to expire. Spark has requested that staff seek a further licence agreement on its behalf.

2. BACKGROUND

- 2.1 The Council owns a property at 76 Styx Mill Road. The premises comprises of 6.3886 hectares more or less and is described as being Lot 1 DP 56295, contained in certificate of title CB34B/649.
- 2.2 The premises is held for waste treatment purposes and administered under the Local Government Act 2002.
- 2.3 Eco Central leases the majority of the site for the operation of a refuse station. The premises have been fenced for security reasons with access restricted to authorised personnel.
- 2.4 Spark New Zealand Limited (formerly known as Telecom) has operated a cell site within the premises since 23 January 2003.

3. COMMENT

- 3.1 Only the full Council has the authority to approve telecommunication licence agreements for equipment exceeding 20 in height. Cell towers over 20 metres in height are often used in rural locations as they provide greater telecommunication coverage. It enables telecommunication operators to service an area without the need for two, or possibly more cell sites. The existing cell site measures approximately 25 metres.
- 3.2 Council officers propose that a new licence agreement be granted to Spark based on similar conditions to the existing agreement. The licence will provide for an initial term of six years, with a right of renewal for a further six year period.
- 3.3 Council officers from the City Water and Waste Unit have consulted with the existing tenants Eco Central. Eco Central has indicated its acceptance of Spark's licence renewal provided that Spark contractors seek permission before entering onto the site for any maintenance works.
- 3.4 The site has been operational for a 12 year period and forms an important part of Spark's telecommunication network. The total licensed footprint occupies an area of approximately 56 square metres.
- 3.5 The telecommunication agreement does not impede on the public's use or enjoyment of the site and has little to no impact on the operations of the refuse station. Council officers have determined that public consultation is not required.
- 3.6 Approval of the proposed licence agreement will allow the Council to maximise its utilisation of the site. The continuation of the existing telecommunication agreement will also generate a rental for a small area of land which would otherwise sit vacant.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 4. 12. 2014**10 Cont'd****4. FINANCIAL IMPLICATIONS**

- 4.1 The rental will be determined in accordance with the Protocol Agreement ('Agreement to Licence and Permit Sites for Telecommunication Purposes') dated 1 March 2014, between the Christchurch City Council and Spark New Zealand Limited.
- 4.2 Spark will be responsible for the cost of preparing the new agreement.

5. STAFF RECOMMENDATION

That the Infrastructure, Transport and Environment Committee recommend that the Council approves:

- 5.1 The granting of a telecommunication licence agreement to Spark New Zealand Limited, for a term of up to 12 years over an area of approximately 56 square metres contained within 76 Styx Mill Road.
- 5.2 That the Property Consultancy Manager be granted delegated authority to negotiate, conclude and administer all further terms and conditions of the licence agreement.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014

11. WASTE AND ENVIRONMENTAL MANAGEMENT TEAM (WEMT) QUARTERLY REPORT

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director of Corporate Services, Corporate Services Group	N	
Officer responsible:	Unit Manager, Inspections & Enforcement	Y	DDI 941 6306
Author:	James Tricker, Senior Compliance Officer (WEMT)	N	

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 Environment Canterbury, Christchurch City Council, Waimakariri and Selwyn District Councils and the Canterbury Earthquake Recovery Authority (CERA) work together on strategies for dealing with waste from demolitions and abandoned homes. The Waste and Environmental Management Team (WEMT) was jointly established to liaise with demolition contractors to ensure contractors follow correct practices and safe disposal of waste.
- 1.2 The latest quarterly report from WEMT is attached (refer to **Attachment 1**) and staff will attend the meeting of the Infrastructure, Transport and Environment Committee on 4 December 2014 to speak to the report.

2. STAFF RECOMMENDATION

It is recommended that the Infrastructure, Transport and Environment Committee receive the Waste and Environmental Management Team Quarterly report.



Quarterly Report

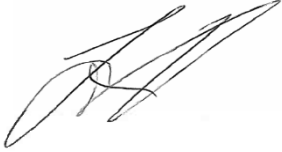




- July 1 – September 30, 2014

QUARTERLY REPORT (July 1 – September 30, 2014)

Waste and Environmental Management Team

VERSION: 2

REVISION DATE: 11/11/14

	Name	Title	Signature	Date
Prepared By	J. Tricker	Senior Compliance Officer, Waste and Environmental Management		28/10/14
Reviewed and Approved By	C. Diamond	Project Manager, Earthquake Waste Management		28/10/14
	A. Columbus	Unit Manager – Inspection and Enforcement Unit, Christchurch City Council		11/11/14
	M. Mortiaux	Regional Manager RMA Monitoring & Compliance, Environment Canterbury		11/11/14
	J. Cumberpatch	General Manager – Operations, CERA		11/11/14

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Section 1. Executive Summary

This report summarises the work undertaken by the Waste and Environmental Management Team (WEMT) during the first fiscal quarter of 2014/15 (July to September 2014 inclusive).

During this quarter, a number of sites did utilise the horizontal soil mixing land stabilisation technique. Horizontal soil mixing involves the mixing of a grout (typically comprising up to 15% cement) into soil using a directional drill to create horizontal soil-cement mixed beams. The land remediation solution seen on most sites has been the use of vibrated stone columns. Stone Columns are designed to improve the load bearing capacity of in-situ soils and fills and to reduce differential settlements. This technology is well suited for the improvement of soft soils such as silty sand and silts found at many of the land repair sites in Christchurch.

The increase in monitoring events seen in the previous quarter levelled out in this reporting period. The team continues to manage a small number of long term non-compliant issues.

With increased community and media interest in asbestos related matters, the team has received five complaints related to asbestos issues. The two main matters being raised relate to ACM contaminated backfill and DIY demolitions on residential properties.

During the reporting period consents were granted to CERA, by CCC and ECan, for land repair works in the Port Hills and flatlands. The main issues on the Port Hills site involved retaining walls, slope stability and site run off. The CERA Flatlands consent has had particular emphasis placed upon the correct management of HAIL sites.

Section 2. Project Work

2.1 Land Repair

The land remediation solution seen on most sites has been the use of vibrated stone columns. During this reporting period the use of horizontal soil mixing was noted for the first time.

Horizontal soil mixing involves the mixing of a grout (comprises up to 15% cement – by dry mass) into soil using a directional drill to create horizontal soil-cement mixed beams. Drilling initiates from the ground surface, travelling down before levelling out underneath the dwelling. A trench is cut along one side of the property to a depth no greater than 1.5m where the drill head intercepts and enters the trench. The drill head is removed and a mixing head with a 0.5m diameter is replaced and pull back towards the drill. A grout mixture is pumped through the drill string where it exits the mixing head. Grout is mixed with the soil to create a tubular beam and the trench is backfilled once the beam installation is complete. Multiple beams are required to create a raft underneath a dwelling. The beams are positioned at 1m centres and at two depths.



Horizontal Drilling.

In general, all sites have been fully compliant. The few issues of non-compliance have all been in relation to poor implementation of erosion and sediment control guidelines and these issues have all been resolved through education and in particular the use of the Builders Pocket Guide web page.

For additional background information, please refer to previous quarterly reports.

2.2 Residential Red Zone (RRZ) Household Hazardous Waste Removal

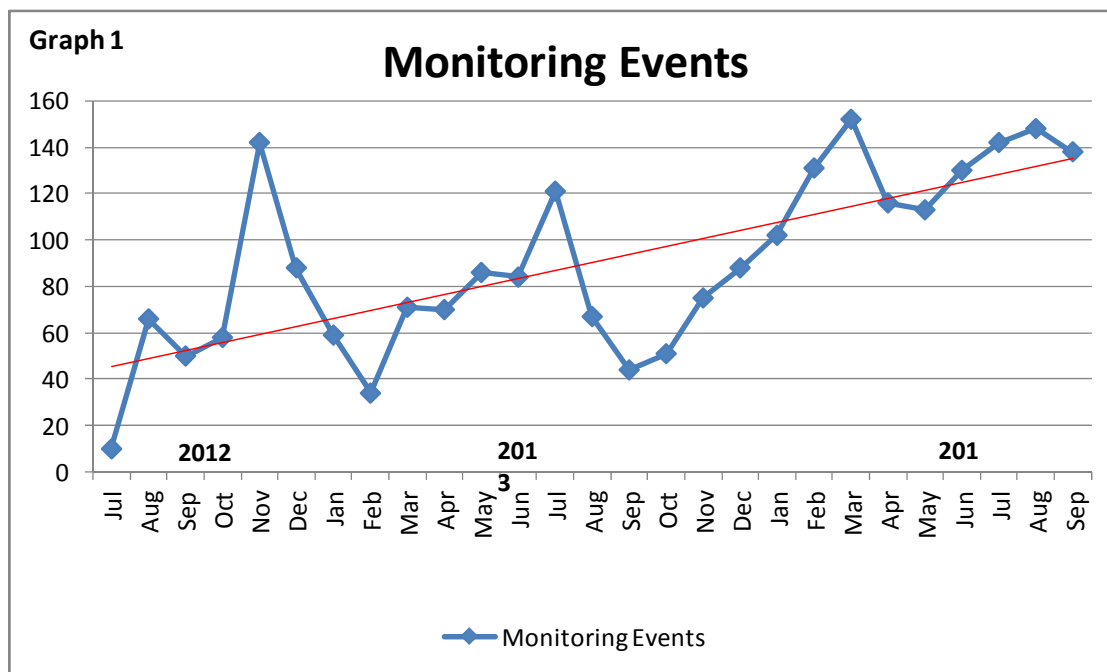
At the end of July the Christchurch flatlands portion of the project came to an end. In previous quarters the Waimakariri RZ and WDC/CCC transfer station funding had also come to an end. For further information on these portions of the project please refer to previous quarterly reports. The project now only covers the RRZ in the Port Hills.

Funding will remain open for contractors to remove hazmat from the RRZ Porthills area, at this stage until the end of 2014. A further extension of this funding is currently being considered. There are approximately 700 RRZ Porthills demolitions to be carried out.

Section 3. Operational Matters

3.1 Monitoring events

Graph 1 shows the number of monitoring events completed by the WEMT per month to date.

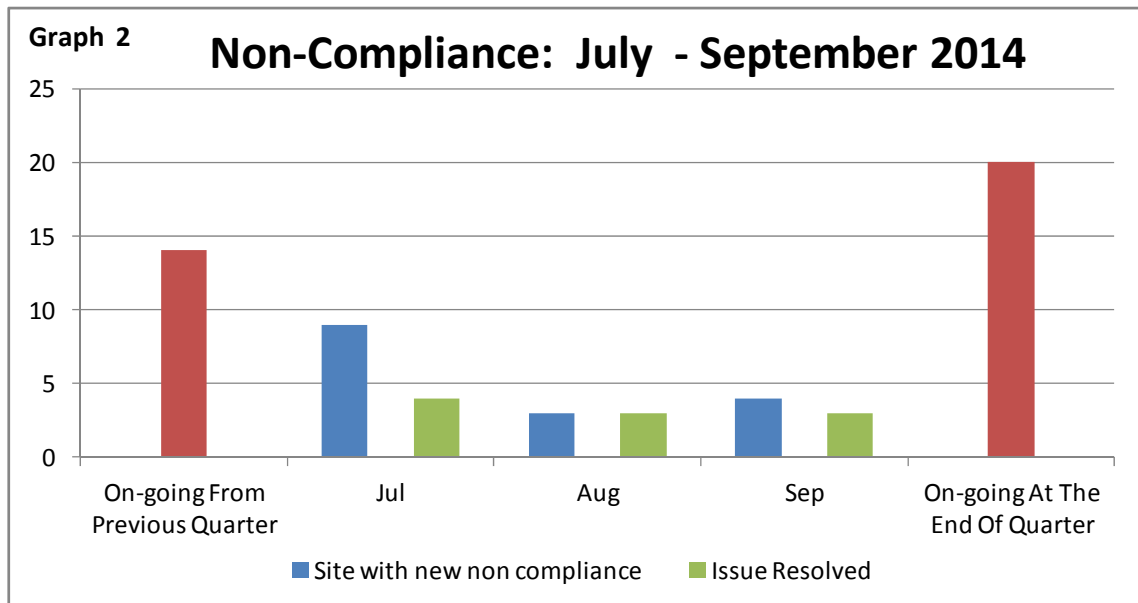


The increase in monitoring events is a reflection of the WEMT continuing to carry out regular site inspections, whilst becoming increasingly involved in finding longer term, broader solutions to the types of issues identified during site visits. An example has been the WEMT involvement with the establishment of audited self-management processes for the CERA and Southern Response global consents for the red zone land clearance in both the flat lands and Port Hills. Both processes are in early stages of development, and the WEMT are working closely with both organisations and their contractors.

3.2 Non-complying Activities

Ideally proactive monitoring should result in minimal non-compliances, with active education dealing with an issue before it becomes a problem. However some sites have been found to be non-compliant. The non-compliance levels are shown in Graph 2 below.

During the reporting period, proactive monitoring resulted in 10 sites with non-compliance, achieving full compliance, thus reducing the potential for adverse environmental effect.



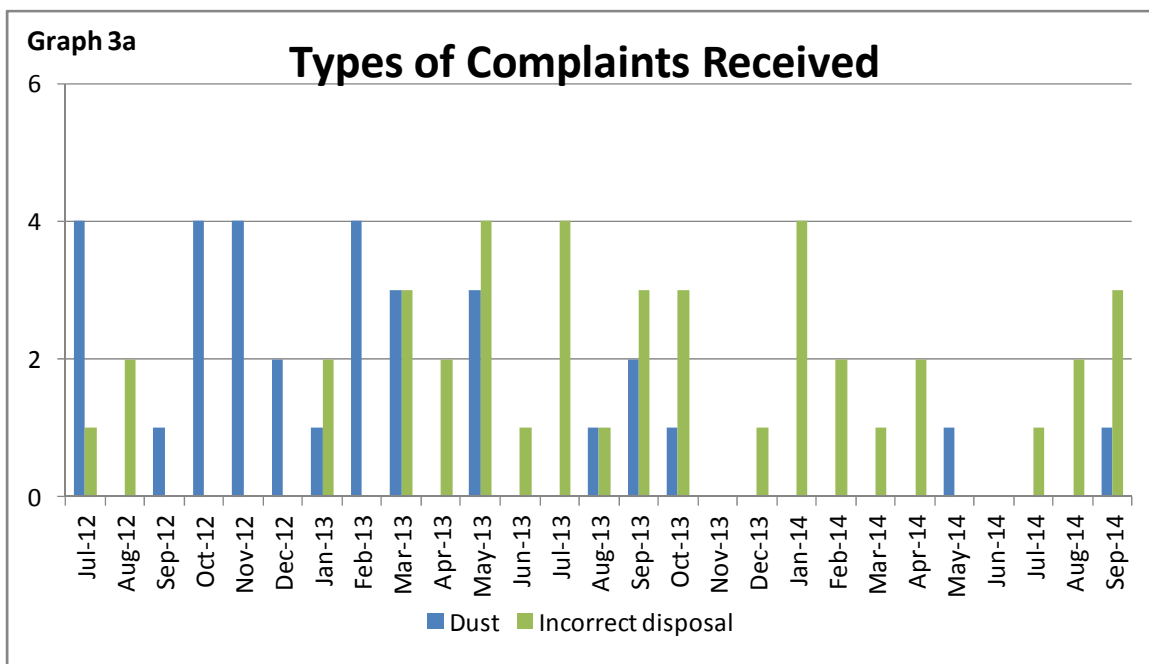
At the beginning of this reporting period, there were 14 sites with pre-existing non-compliance and the WEMT continued to work with the relevant parties to remedy their non-compliant status. Of these 14 sites, 4 achieved full compliance in this quarter (3 in July and 1 in September).

During the reporting period an additional 16 sites were identified as being non-complying, of which six have achieved compliance during the quarter. At the end of this reporting period a total of 20 sites remained non-compliant – 10 from the previous reporting period and 10 new issues identified during this reporting period. The WEMT continue to manage these matters as a matter of priority.

3.3 Complaint response

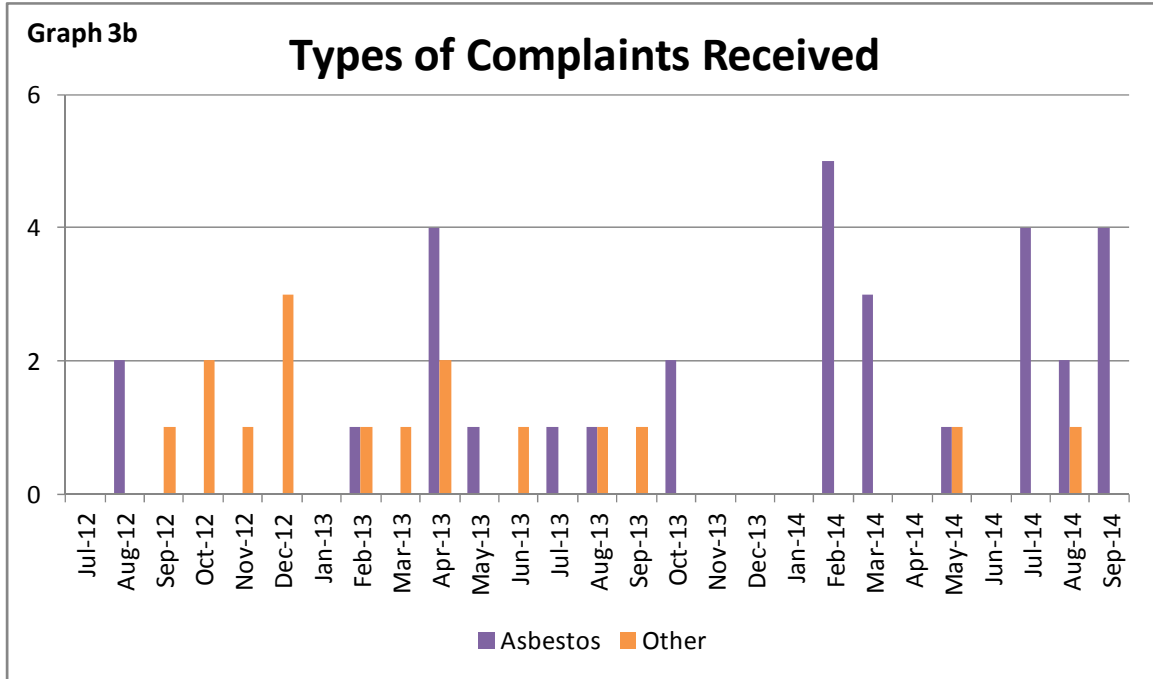
Complaints are received by WEMT through two main avenues; the CCC customer service requests and ECan’s 24-hour Pollution Hotline. Some complaints come directly to WEMT and are entered into the relevant organisation’s database. Complaint response is effectively a process of reactive monitoring. Graph 3a shows the complaint volume associated with dust and incorrect disposal complaints, whilst Graph 3b shows the complaints received about asbestos and other waste issues.

Graph 3a shows that six complaints were received about incorrect disposal of materials, and one complaint received about dust issues. Incorrect disposal complaints volume tends to have been reasonably stable for the past year – with around 5 to 7 complaints per quarter, although this seems to have been tailing off for 2014.



Graph 3b shows that in total there have been 31 complaints relating to asbestos reported to the agencies over the past 2 years, with five complaints forthcoming in this quarter. During this period the Pollution Hotline received 10 complaints regarding asbestos. This may be a reflection of the increased public interest in asbestos contamination, and the increase in the level of reporting this issue in the media. The WEMT received many calls and enquiries from contractors and home owners regarding disposal and handling requirements – providing an opportunity to better educate people involved in asbestos management on a small scale. The complaints received this

quarter relate to asbestos management and possible land contamination, (i.e. discharge to land) and/or DIY demolitions in non-occupational settings, which occurs and require Regional and City Council oversight. Most asbestos complaints are directed to WorkSafe NZ due to typically occurring in workplace settings.



In 14 of the 18 cases, the WEMT response occurred on the day the complaint was received. The other cases were either dealt with initially by the Environment Canterbury compliance team and passed to the WEMT later, or dealt with later when it was possible to arrange joint inspections with other agencies. Depending on the issue, once the complaint is initially investigated it is either:

- Managed by a WEMT officer as required.
- Specialist investigators from Environment Canterbury and CCC are called in if a large scale investigation will be required.
- Specialist scientists from Environment Canterbury and CCC are called upon for expert advice as needed.
- Referred to WorkSafe NZ – particularly as they relate to poor workplace ACM practices.

3.4 Sites stockpiling, processing etc.

During the reporting period there were a total of 34 (see Appendix 1) known sites which were carrying out; stockpiling, processing, sorting, backfilling, clean fill and/or landfill activities relating to EQ waste. Of the 34 sites, 13 were visited in this reporting period on at least one occasion. The frequency of monitoring events for these sites depends on two key points;

- The activity occurring and the likelihood of an adverse environmental effect occurring, and
 - The size of the potential environmental effect.
-
- The WEMT Team undertake an assessment of each site based on the above factors and prioritises resourcing to those sites considered to have the greatest potential effect should something go wrong.

Section 4. Potential Issues

4.1 Contaminated Soil Disposal

As a result of the work led by ECan in early 2014, there appears to be a greater public and business awareness of HAIL sites and the potential for encountering contaminated soils. Added to this increase in awareness, is the increase in the number of sites being worked on post-earthquakes, and subsequently an increase in the volume of HAIL soil being handled. The WEMT have been working closely with industry involved in earthworks, to try and ensure that when a contaminated site is encountered, it is managed correctly.

Key people from a number of regulatory agencies including CCC, Worksafe, CERA and ECan met to discuss further ways to help people should they encounter potentially contaminated soils on their properties. The key objectives have been identified.

The workshop was on the 2nd of September and as a result, two key tasks came to the forefront of discussions;

- The benefit in having a practical easy to use website (similar to Asbestos Aware) for contaminated soil management and disposal options. The website would have direct links to and from both the LLUR website and the builders pocket guide website along with contact details for relevant contractors, consultants etc.
- A better understanding of what options are available for the management/treatment/disposal of contaminated soils in Canterbury and identifying any market gaps and considering alternate options being used nationally and internationally.

Staff from the various agencies are now developing these initiatives towards implementation.

4.2 CBD Precinct Projects

Two Precinct projects in the Central Business District have been established by CERA and CCDU. The WEMT Team have been liaising with the relevant CERA Project Managers to work proactively to manage waste management issues as they arise. The projects are the Justice and Emergency Services Precinct and Bus Interchange Precinct. These sites are located between Durham Street and Manchester Street, and Lichfield Street and Tuam Street. Both sites had the groundworks completed during the reporting period.



Transport Precinct final design levels.

4.3 Asbestos Containing Materials (ACM)

The WEMT Team are working closely with WorkSafe NZ and CERA to ensure that all CBD land preparation of commercial sites, including basement removals, are undertaken safely.

The WEMT attended ECan's Contaminated Land Forum in September, and presented a report on the situation with ACM in the demolition sector post-earthquakes. This presentation supported ECan's Contaminated Sites team presentation on asbestos testing and guideline values.

During this quarter, all agencies completed the development creation of a new website www.asbestosaware.co.nz the website is being designed to help with identification, testing, managing and disposal of asbestos.

For additional background information on works done in the area of asbestos, please refer to previous quarterly reports.

Section 5. Hot topics

5.1 Saltwater Creek

Nikau Contractors originally had a Certificate of Compliance (CoC), granted by Environment Canterbury, for processing and composting organic demolition waste, at a farm near Saltwater Creek. When this was monitored by WEMT in December 2012 it was identified that the scope of the activities on site was greater than had been described in the CoC application. The scope of the activities observed on site meant resource consents were required by ECan and WDC.

Nikau agreed that no more material would be taken to the site, and committed to submitting resource consent applications in the new year. The process for obtaining consent has been ongoing.



Demolition Waste Stockpiles at Saltwater Creek

Four consents were originally lodged with ECan in October 2013, and a fifth consent was lodged with ECan during August 2014. All of the ECan consents are currently on hold. All of the consents have been through the limited notification process and all of the consent applications received opposition. In all cases submitters have requested the opportunity to be heard at a hearing.

Two consents were also lodged with WDC in October 2013. Both of the consents have been limited notified. The current intention is for a joint WDC/ECan hearing to occur.

WEMT continues to monitor the site to ensure that there are no obvious adverse environmental effects occurring as the consent process continues. It is anticipated that a joint hearing with ECan and WDC will proceed in the near future. This will result in either consent(s) being granted, with conditions that will require compliance, or the consents will be declined and enforcement action will proceed

5.2 Port Hills Demolitions

CERA established a site office on Ferry Road to deal with the crown owned Port Hills RRZ issues, and the required clearance works in these areas commenced. The main issues on site involved retaining walls, slope stability and site run off. During the reporting period consents were granted to CERA, by CCC and ECan, for land repair works in the Port Hills and flatlands.

WEMT and CERA are continuing to work jointly with weekly site visits undertaken on the Port Hills. The Port Hills consent is now being actively monitored with full compliance being achieved. A comprehensive stabilisation program on the demolition sites is being undertaken by CERA Port Hills team. The CERA Flatlands consent has not been activated as the reporting processes are still being worked through with CERA, with particular emphasis placed upon the correct management of HAIL sites



Use of Coconut Matting and Native Planting on CERA Port Hills Property



Silt Fence On CERA Port Hills Property

Appendix One

1. Known Processing & Storage Sites.

Outlining;

- What the sites are known as
- Number of monitoring events during reporting period
- If any non-compliances occurred during reporting period

Site Address	Monitoring Events	Compliant	Site Known As	Non-Compliance Issue/Action	General Site Notes
SITES VISITED DURING REPORTING PERIOD					
Beach Road 280 Kaiapoi	2	Y	Frews Beach Rd; Ruby Views		Concrete crushing
Burwood Road 505, Burwood	2	Y	Burwood Resource Recovery Park		
Colombo street 481 Sydenham	3	Y	Cass street recycling		
Conservators road 156, Mcleans Island	1	N	Mcleans Island behind Gun club	Treated Timber and tyres on site. CCC	
Hayton Road (79) Sockburn	1	Y	Frews demolition		
High Street 240-238, CBD	1	Y	Dallison		Building demo done 2-3 years ago, now flat messy site, basement temp fill with demo waste.

Site Address	Monitoring Events	Compliant	Site Known As	Non-Compliance Issue/Action	General Site Notes
Kennedys Bush Road 318	4	Y			Stockpile in prep for subdivision application
Lichfield Street 80 -90	3	Y	Transport Precinct		
McAlpine Street 71, Sockburn	3	N	Frews McAlpine	Stockpile contaminated with ACM. Issue actively managed on site. Awaiting decision on managed fill available in ChCh.	
McLeans Island Rd, 397 Harewood CERES	4	Y	CERES sub lease of Isaac Quarry		
State Highway 1, 1744, Saltwater Creek	4	N	Saltwater Creek	See Section 5.1	
Tovey Street 10 New Brighton	2	N	Weir Constriction	Fuel leaks on ground. Old UST's stored incorrectly. Land owner written to. Follow up next quarter.	Combined action with CCC
Woodend Beach Road 196	2	Y	Flanagan		
SITES NOT VISITED DURING REPORTING PERIOD					

Site Address	Monitoring Events	Compliant	Site Known As	Non-Compliance Issue/Action	General Site Notes
Bamford St 108 Woolston			Uretex Ground Engineering Ltd		
Bramleys Road 113, Flaxton					Temporary storage facility until consents are obtained for processing of the polystyrene.
Doubledays Road 165, Kaiapoi			Clemence Drilling new site		Consent applications currently lodged with ECan and WDC
Ferry Road 1099			Ferrymead apartments site		
Foundary Drive			Central Woodhogs Ltd		
Gammocks Road, Greenpark, Selwyn			Canterbury Green Waste		CRC081117 discharge to air, CRC083502 land use, RC085037 SDC, land use consent
Glenmark Road 22 Waipara			Ken Dow property		
Hereford Street 164, CBD			old National Bank site		
Johns Road (568) frews			Frews Contracting Ltd		
Johns Road 544 Greywacke rd			Protranz Greywacke road		Protranz use site as restricted ACM transfer site. Confirmed with CCC as zone compliance and

Site Address	Monitoring Events	Compliant	Site Known As	Non-Compliance Issue/Action	General Site Notes
					Worksafe NZ
McLeans Island Road 552			Isaacs Main Site		
Metro Place, Bromley			Eco drop Bromley		
Old West Coast Road 233			Winstones Aggregates Quarry		
Owaka Road 59			ECO Ecocycling Park		
Parkhouse Rd, 21 Wigram			ECO Drop Parkhouse		
Port Hills Road 340			AKA old Hillsbrought Tavern site , Orchard Restaurant site , 340, 340r, 344, Port Hills Road, 12 Curries, 13 Desi place		
Pound Road (333) Templeton			Fulton Hogan Quarry AKA 210 Haskett Rd		CRC961604.1, CRC11476
Pound Road 335			Abletts Quarry		
Spencerville Road 25,			Silver Skips		

Site Address	Monitoring Events	Compliant	Site Known As	Non-Compliance Issue/Action	General Site Notes
Spencerville					
Spenerville road 25 CW			Container Waste		
Springs road 288 Halswell			Crown land for motorway		Smiths cranes have access to this site

Glossary

ACM	Asbestos Containing Materials
CCC	Christchurch City Council
CCDU	Christchurch Central Development Unit
CERA	Canterbury Earthquake Recovery Authority
CoC	Certificate of Compliance
Ecan	Environment Canterbury
EQC	Earthquake Commission
HAZMAT	Hazardous Materials
LLUR	Listed Land Use Register
NES	National Environmental Standards
RRZ	Residential Red Zone
UST	Underground Storage Tank
WDC	Waimakariri District Council
WEMT	Waste & Environmental Management Team

12. RESOLUTION TO EXCLUDE THE PUBLIC

Refer to following document.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE – 4. 12. 2014**4. 12. 2014****INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE****RESOLUTION TO EXCLUDE THE PUBLIC**

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE – 4. 12. 2014

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
12.	Riccarton Public Transport Hub Waiting Lounge Update	Protection of Privacy of Natural Persons Trade Secret	7(2)(a) 7(b)(i)	Confidential Commercial Negotiation and Agreement	Never or upon obtaining Lessor's consent
13.	Red Zone Infrastructure	Enable Council to carry out negotiations without prejudice or disadvantage Maintain legal professional privilege	7(2)(i) 7(2)(g)	The Council will need to negotiate with CERA on matters, as discussed in the report Legal advice obtained jointly by Christchurch City and Waimakariri District Councils	Dependant on CERA timetable for consultation
14.	Provision of Banks Peninsula Maintenance	Enable council to carry out commercial activities without prejudice or disadvantage	7(2)(h)	Withholding the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities	At the expiry of the agreement
15.	Wigram-Magdala Link – Award of Construction Contract	Prejudice of commercial position	7(2)(b)(iii)	Commercial negotiations yet to be completed with the preferred tenderers	When the tender process has been completed and tenderers have been advised of the outcomes

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE - 4. 12. 2014**Chairperson's**

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”