

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE AGENDA

THURSDAY 6 AUGUST 2015

AT 8.30AM

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

	Principal Advisers	Committee Adviser
Chief Operating Officer Jane Parfitt Telephone: 941-6798	Director, Council Facilities and Infrastructure David Adamson Telephone: 941-8149	Chris Turner Telephone: 941-8233

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

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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

RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION OUTCOMES AND STREET MEASURES:

- 3.1 Paul McNoe - Chief Executive of RedBus Limited
- 3.2 Nancy Higgins - Blind Foundation
- 3.3 Kelly Tonkin - Chief Investment Officer of Penrich Capital
- 3.4 Paul Pink
- 3.5 Dame Margaret Bazley - Chairperson Environment Canterbury

EXCHANGE OF LAND - BUCHAN PLAYGROUND CHRISTCHURCH:

- 3.6 Jaspal Bhamra - New Zealand Sikh Society – South Island
- 3.7 Graeme Patching, Rod Stuart and Barry Columbus
- 3.8 David Harman - Sydenham Business Quarter

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**SPREYDON/HEATHCOTE COMMUNITY BOARD
3 JUNE 2015**

**Report of a meeting of the Spreydon/Heathcote Community Board
held on Wednesday 3 June 2015 at 5.05pm in the Board Room,
Beckenham Service Centre, 66 Colombo Street, Beckenham.**

PRESENT: Paul McMahon (Chairperson), Phil Clearwater, Karolin Potter, Tim Scandrett, Helene Mautner, and Rik Tindall.

APOLOGIES: An apology for absence was received and accepted from Melanie Coker.

An apology for early departure was received and accepted from Rik Tindall who departed at 7.30pm and was absent for part of clause 4.

The Board meeting adjourned from 6.08pm to 6.13pm.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

4. EXCHANGE OF LAND - BUCHAN PLAYGROUND CHRISTCHURCH

		Contact	Contact Details
General Manager responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	David Rowland, Property Consultant	Y	DDI 941 8053

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the Board's support and recommendation to the Council to sell and exchange 1, 230 square metres being part of Buchan Playground for an area of 602 square metres of land at 74 Wordsworth Street (refer **Attachment 1**) owned by the New Zealand Sikh Society (South Island) Incorporated and a cash settlement as outlined in the accompanying Public Excluded report.

2. BACKGROUND

- 2.1 The Sydenham Master Plan, adopted by the Council in June 2012 sets out a number of actions to assist with the rebuild and revitalisation of the Sydenham area. Action N3, Buchan Park Remodel is to investigate options to better utilise Buchan Park *"through the creation of a village square, opportunities for additional circulation and accessibility from Colombo Street, and public space redesign including hard surfacing, seating, tree planting and landscaping"*.
- 2.2 The rationale for Buchan Park to be remodelled is outlined on page 53 of the Plan, which identified that this park was too large for its purpose and was underutilised. The park has drainage issues and entrapment spots (hiding areas) in particular the area to the rear of the former Sikh Society building. The lack of visual surveillance and limited connection to Colombo Street has limited the parks usability

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- 2.3 Sites that have the potential to link Colombo Street to Buchan Park have been fully investigated however those enquiries have not been successful either due to design issues such as Crime Prevention through Environmental Design (CPTED) or due to ownership reasons. Following the consideration of a number of options one alternative to improve the Park's position and aspect is to entertain an exchange and sale of land with the Sikh Society.
- 2.4 Buchan Park is not Reserve Land under the Reserves Act 1977 but fee simple land held and administered by the Council as a park.
- 2.5 The Sikh Society own land adjacent to Buchan Park at 74 Wordsworth Street comprising a land area of 602 square metres. Their building was lost due to the earthquakes. They are considering all options for the future of their Society and have discussed a number of options with the Council to enact an exchange.
- 2.6 The issues that were highlighted during the master plan process were taken into consideration when looking to remodel the park. Originally the Council looked at purchasing property on Colombo Street to improve the connection of the park however this site was sold to another party. Connections via alleyways between the rear of the park and Colombo Street were not considered appropriate for Crime Prevention through Environmental Design (CPTED) reasons. The current proposal does however bring the park closer to Colombo Street by undertaking this land swap with the Sikh Society and removes the previous hiding spots as well as providing a wider north facing frontage to Wordsworth Street.
- 2.7 The area surrounding Buchan Park is predominantly industrial/commercial with a high proportion of workers and a draft landscape plan has been developed to reflect this likely user group. The draft landscape plan retains an open grass area suitable for ball games etc, and retains the opportunity to place small play equipment in this area in the future should the demand arise.
- 2.8 The proposal to redevelop Buchan Playground is currently subject to Public Consultation (refer **Attachment 2**). There have been a number of submissions that have expressed concern with regards to firstly the proposed land exchange and also the possible loss of the present play equipment on the park. In both cases these are matters that will be considered by both the Board and the Council given that no final decisions have been made and the public consultation process seeks the views of the community.
- 2.9 Buchan Playground presently has a land area of 3,255 square metres and has been identified as too large for its purpose and is underutilised. As outlined in clause 2.2 above there are specific site issues that impact on the future of this site. Of concern to the Council staff is the site's configuration and the potential for CPTED issues. The exchange and sale with the Sikh Society eliminates all those concerns leaving the Council with a more desirable configured park area with additional frontage to Wordsworth Street. Should the proposal to exchange land and for the Sikh Society to purchase an additional 628 square metres be approved the park would reduce in size to an area of approximately 2,627 square metres.
- 2.10 The existing play equipment within the park is very old and would need to be replaced at some point. Council recreation planners have advised that this location due to its surrounding industrial and commercial nature has little demand for play equipment. However the consultation process underway will highlight if there is a current demand from the community for children's play equipment in this location. Staff are hopeful that the results of the Public Consultation will be summarised and presented to the board at the meeting which will give an indication of public feedback on the land swap as submissions do not close till the 6 May 2015, and a full report will be presented at a later date regarding the design of the park. The detailed design of the park will consider the feedback received from this consultation process. At this stage there have not been any decisions made regarding the final design of the park space or the need for play equipment.

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- 2.11 With regards to public space in the Sydenham area the Council has recently been able to purchase part of the land at 441 Colombo Street on the corner of Colombo and Battersea Streets for use as a public open space, the landscape plan for this has yet to be undertaken.
- 2.12 It is known that the site at 350 Colombo Street will be developed for mixed use and affordable housing and will bring more residents into the area which may in future require additional play/activity facilities within the park. This will be assessed once the final plans are available and dependent upon what facilities for communal space if any are provided on the site at 350 Colombo Street.

3. LEGAL CONSIDERATIONS

- 3.1 For the Council to sell or otherwise dispose of all or part of land considered to be a "Park" that is not a Reserve under the Reserves Act 1977 it must comply with the provisions of Section 138 of the Local Government Act 2002 which states :

"138 Restriction on disposal of parks (by sale or otherwise)

(1) A local authority proposing to sell or otherwise dispose of a park or part of a park must consult on the proposal before it sells or disposes of, or agrees to sell or dispose of, the park or part of the park"

- 3.2 A public Consultation process to meet the requirements of the Local Government Act 2002 has been undertaken outlining the intent to sell and exchange land with the Sikh Society. This was part of a wider Public Consultation that outlined proposals to the community with regards to a Draft Landscape Plan redeveloping the park along with the suggestion to implement a name change.
- 3.3 Notwithstanding that the Act is silent on any process following consultation under Section 138 the Council will give consideration to all submissions received before deciding to proceed with any exchange or sale proposal as detailed in this report. This report has been prepared before the submission closing period, due to time restraints the full Consultation Report will be provided as soon as possible however a summary of the Public Consultation will be supplied to the Board for their consideration prior to the meeting.

The deliberation and a decision relating to the sale/land exchange is required to be made now so that any change of zoning submissions associated with the new City Plan, to ensure it reflects any proposed future use, are lodged no later than 15 June 2015.

- 3.4 At the time of submitting this report (5 May 2015) 47 consultation responses have been received regarding the land swap. Of those, two (4 percent) have not indicated a preference either way. Fifteen (32 percent) respondents indicated their support for the land exchange to proceed. Thirty (64 percent) respondents replied they do not support the land swap.
- 3.5 Whenever the Council disposes of surplus land it must consider whether it has an obligation to offer-back the land to the person from whom it was originally acquired under section 40 of the Public Works Act 1981. In this instance should the Council resolve to proceed it will be necessary to complete historical title investigations then should those investigation find it to be necessary, the offer back process would commence unless it is determined by our Legal Team that it is considered it would be impracticable and unreasonable to offer these areas of land to the successors of the original vendors. In this instance there are four former owners from whom the Council purchased part of Buchan Playground back in around 1910 (refer **Attachment 3**).

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- 3.6 In normal circumstance, any potential property disposal would require assessment through the Council's Operationally Redundant Property Options process to determine whether there is any other public works that may warrant the retention of the property. In this particular instance although the property has not been assessed through the Council's Operationally Redundant Property Options, staff consider that is justified to deal unilaterally with the Sikh Society in this case as it is considered that there are positive reserve and community benefits by undertaking the exchange of land. It also enables the Council to undertake the remodelling and upgrading of the park.
- 3.7 Section 80 of the Local Government Act 2002 allows the Council to depart from policy, if it complies with the requirements of that section and identifies the inconsistency with the policy, reasons for the inconsistency and any intention to amend the policy to accommodate the decision. It is considered that the Council is justified to deal unilaterally by private treaty with the adjoining property owner over the proposed exchange should that be an outcome of the Council's consideration of the consultation and the Public Works Act 1981 processes.

4. FINANCIAL IMPLICATIONS

- 4.1 The net proceeds of any proposed sale/exchange would be credited to the "Reserves Account".
- 4.2 Details of the financial arrangements negotiated with the Sikh Society are contained in a separate report in Public Excluded given the confidential nature of the Sale Purchase contract.

5. STAFF RECOMMENDATION

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

- 5.1 Approve the sale and exchange of part of Buchan Playground being part of the land at 41 Buchan Street comprised in Identifiers CB 362/180 and CB 311/139 having an area of approximately 1,230 square metres and shown on Attachment 1 outlined yellow in exchange for land owned by the New Zealand Sikh Society (South Island) Incorporated, comprised in Identifier CB 343/261 and having an area of 602 square metres to enable the redevelopment of Buchan Playground as generally detailed in the staff report.
- 5.2 Approve that the Property Consultancy Manager be delegated the authority on the satisfactory completion of historical site investigations to offer the site to the former owners under the provisions of Section 40 of the Public Works Act 1981 should it be determined that the Council is required to undertake an offer back, at market value as determined by an independent Registered Valuer.
- 5.3 Approve that the Property Consultancy Manager be delegated the authority on the satisfactory completion on all actions required under clause 5.2 above to sell and exchange the property described as Part of Lot 65 and Part of Part Lot 69 Deposited Plan 75 (refer Attachment 1) being part of the land contained in Identifiers CB 362/180 and CB 311/139 for land owned by the New Zealand Sikh Society (South Island) Incorporated comprised in Identifier CB 343/261 and further be delegated authority to manage and conclude all of the negotiations and transactions arising from the exchange of this property on terms and conditions satisfactory to him including but not limited to any issues arising from any sale or creation of access rights in any other form as detailed in the staff report.
- 5.4 Agree to deviate from the Council policy on publicly tendering property for disposal as provided for under section 80 of the Local Government Act having identified that:
- 5.4.1 The proposal to exchange part of the property at 41 Buchan Street unilaterally would be inconsistent with the Council's policy that land sales be publicly tendered; and
- 5.4.2 The reason for such inconsistency is that the policy requires that the Council land sales be publicly tendered; and

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5.4.3 The Council has no intention to amend the policy to accommodate the decision due to the proposed transaction being a one-off exception;

5.4.4 That the Council approves the sale and exchange of part of Buchan Park described as Part of Lot 65 and Part of Part Lot 69 Deposited Plan 75 comprising an area subject to final survey of 1,230 square metres to the New Zealand Sikh Society (South Island) Incorporated in exchange for Part Lot 63 and part Lot 69 Deposited Plan 75 and Part of Lot 2 Deposited Plan 3397 having an area of 602 square metre.

6. BOARD CONSIDERATION

The Board discussed in open meeting the report and staff recommendation.

In its deliberations, the Board considered a petition presented by Mr Graeme Patching and had regard to the deputations on the proposal made to the Board meeting on 15 May 2015. In addition, staff spoke to the report and responded to questions from members.

The Board was also informed by its prior inspection of the playground area and informal onsite discussion with key stakeholders and staff. Concern at the reduction of greenspace in Sydenham was noted but the importance of making the playground visible from Colombo Street was recognised.

7. BOARD RECOMMENDATION

That the Council adopt the staff recommendation.

Clause 6 (Part B) of these minutes also refers.

Phil Clearwater/Tim Scandrett

Carried

(Note: Helene Mautner and Rik Tindall requested that their votes be recorded against the above recommendation.)

PART B - REPORTS FOR INFORMATION

PRESENTATION OF PETITIONS

GRAEME PATCHING ON BEHALF OF BUSINESS OWNERS AND EMPLOYEES IN THE VICINITY OF BUCHAN PARK

Graeme Patching presented a submission with 78 signatures, on behalf of business owners and employees in the vicinity of Buchan Park, which read:

'We the undersigned, support a bigger Buchan Park, Not a smaller park'

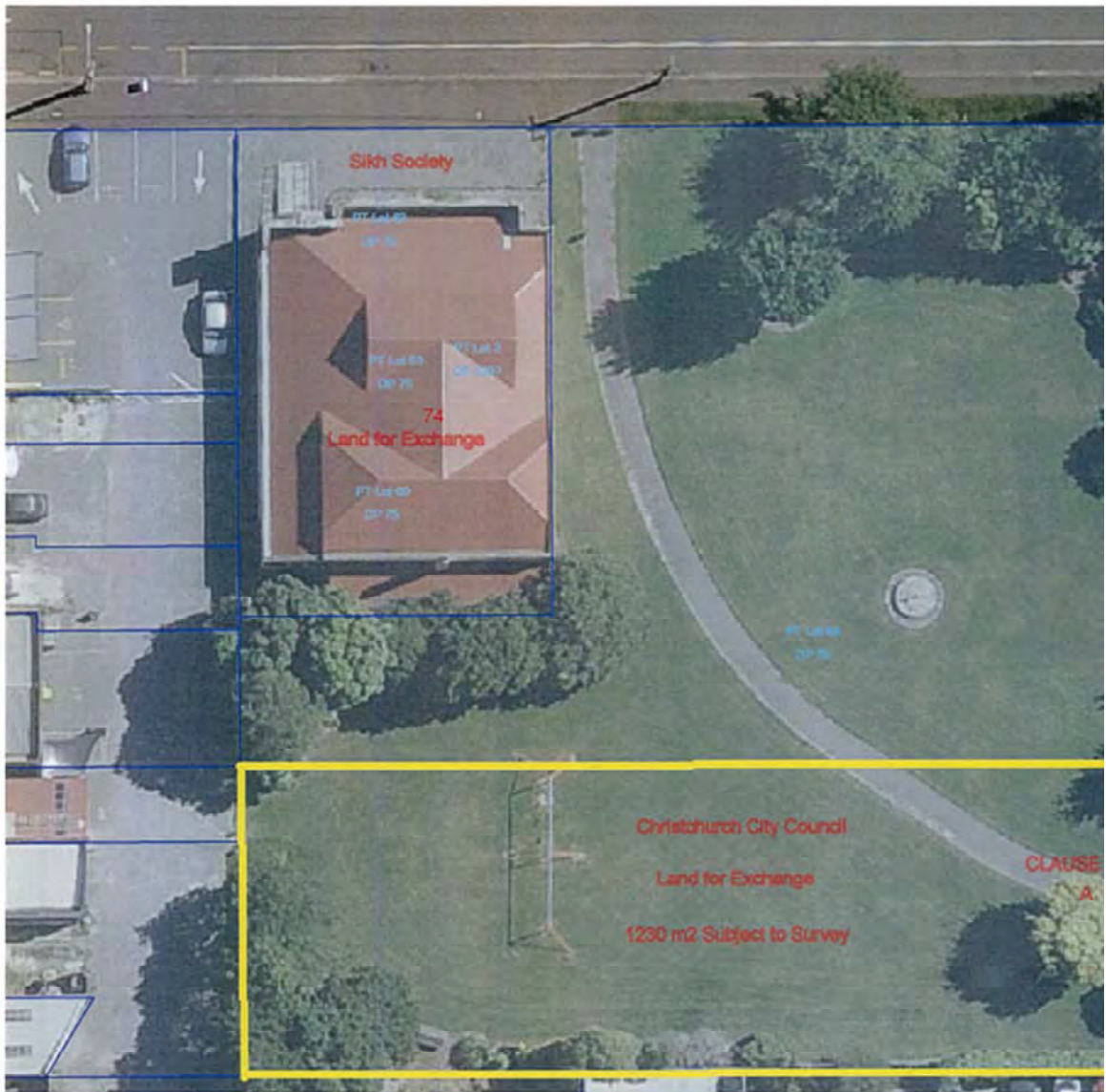
The Board decided to **receive** the petition.

Clause 1 (Part A) of these minutes records the Board's recommendation to the Council in relation to this matter.

CONFIRMED THIS 19TH DAY OF JUNE 2015

**PAUL MCMAHON
CHAIRPERSON**

ATTACHMENT 1 TO CLAUSE 4



ATTACHMENT 2 TO CLAUSE 4

Have your say *April 2015*

Buchan Playground Redevelopment

**Christchurch
City Council**



Christchurch City Council has prepared a concept plan for the upgrade of Buchan Playground. To assist us with the proposed development Council would like to determine the views of local community prior to commencing detailed design and construction. We would appreciate you taking the time to complete the enclosed comment form. The three key items for which feedback is being sought include: a, possible land swap with the Sikh Society, proposed concept plan for a new layout and possible renaming from Buchan Playground to Buchan Park.



The Sydenham Master Plan was approved by Council in 2012 following public consultation and submissions. A Master Plan action was to investigate options for better utilisation of the park land. The space was identified as not meeting the needs of local community, which is primarily Sydenham workers and shoppers. In addition, park drainage issues need to be resolved. A goal of the Master Plan is to make the park more accessible and visually appealing to increase usability and to increase safety by diminishing hidden spaces deep within the park.

Concept Plan

The concept plan creates a space which is inviting, easily accessible and safer for the primary park users in the area, workers and shoppers. Provision of ample seating is proposed so that adjacent employees or residents can enjoy their lunch in the park. Mature trees will be retained where possible and additional new planting up to 1m in height to improve aesthetic values. At the same time the site will be contoured to ensure improved future drainage.

Land Swap

The Sikh Society own adjacent land at 74 Wordsworth Street and their building was lost due to the earthquakes. Negotiations between Council and the Sikh Society have been underway regarding a possible land swap, which could be mutually beneficial. The Sikh Society desire a larger area, and have stated they are happy with occupying the rear of the existing park. Council wishes the park to have more street frontage, a shallower profile, improved surveillance and a better connectivity through to Colombo Street. This can be achieved by Council taking over 74 Wordsworth Street and turning it into park. The Sikh Society in exchange would inherit a larger piece of land at the rear of the existing park (paying Council for the additional land).

Renaming

Council wish to change the name Buchan Playground to Buchan Park. This is a rational option given the space is informally known as Buchan Park. The old play equipment, infrequently used, is to be removed as it no longer complies with current NZ safety standards. At this time it is considered there is insufficient demand to replace the play equipment. A full playground is provided at Sydenham Park approximately 500m away. Sydenham Master Plan identifies Buchan Park key role as servicing workers on their lunch breaks, students, families, older adults who reside nearby and visitors to the area.



Timeframe

- Consultation with community to be undertaken April/May 2015
- Report to Spreydon Heathcote Community Board for approval August 2015
- Construction to begin June 2016

haveyoursay

www.ccc.govt.nz/haveyoursay

Kim Swarbrick
 Consultation Leader
 Christchurch City Council
 PO Box 73011
 Christchurch Mail Centre
 Christchurch 8154
 Phone (03) 941 5176
 Email kim.swarbrick@ccc.govt.nz

If you wish to comment on the plan, please complete the enclosed freepost form and return by 5pm on 6 May 2015.



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Christchurch
 City Council 

ATTACHMENT 2 TO CLAUSE 4 CONT'D



ATTACHMENT 3 TO CLAUSE 4

Supplementary Report to the Exchange of Land - Buchan Playground, Buchan Street, Christchurch report to Spreydon Heathcote Community Board.

The Report to the Community Board states "The proposal to redevelop Buchan Playground is currently subject to Public Consultation (refer Attachment 2). There have been a number of submissions that have expressed concern with regards to firstly the proposed land exchange and also the possible loss of the present play equipment on the park. In both cases these are matters that will be considered by both the Board and the Council given that no final decisions have been made and the public consultation process seeks the views of the community."

The report was written prior to the close of the consultation period but provided the following feedback. "At the time of submitting this report (5th May 2015) 47 consultation responses have already been received regarding the land swap. Of those two (4%) have not indicated a preference either way. Fifteen (32%) respondents indicated their support for the land exchange to proceed. Thirty (64%) respondents replied they do not support the land swap."

Since preparing the report the consultation period has closed and a further 15 submissions have been received. A table setting out the details of each submission with regards to the issue of the land swap/land sale are attached.

At the close of the consultation period 64 submissions had been received of which 40 (65%) do not support the land swap/land sale; 18 (29%) are in support of the land swap/land sale and 4 (6%) have not expressed an opinion.

The responses with regards to the concept design and name change are considered only briefly for two reasons; firstly the landscape design is not final and can be further amended to take account of the community feedback and the wishes of the Community Board, and secondly, if the land swap/land sale is not approved by the Community Board and Council the design of the open space will need to be reconsidered if the park reverts back to the original dimensions.

In summary below are the submissions received and the staff consideration/comment of these objections with regard to the land swap/land sale.

There should be no loss of open space and Council should not sell park land.

Buchan Playground is held as a fee simple piece of land, it is not designated as a reserve under the Reserves Act. It is zoned as Open Space in the Operative City Plan. As part of the Sydenham Master Plan process Buchan Playground was identified as being too big and underutilised. The park's layout also creates a number of hiding spaces and does not meet current Crime Prevention Through Environmental Design (CPTED) principles. The proposed layout provides the park with a wider north facing frontage and eliminates these CPTED concerns.

In 2010 a project on the regeneration of the Sydenham area first indicated there were drainage and CPTED issues, and a lack of use of the playground equipment. It identified the main user group as workers and shoppers and that the park should be considered for change.

The park will be too small and should be kept to accommodate population growth in the area and it reduces the ability to use the park for festivals and events.

The park is set within an industrial and commercial area with few residential properties in the vicinity. The Sydenham Master Plan proposes that the residential population of the area will grow however this is unlikely to be at a level similar to wholly residentially zoned areas and the park space proposed is considered to be adequate for this anticipated increase.

Observations by the Parks Planners over time has indicated that Buchan Playground has low levels of utilisation, in particular those observed using the park have more regularly been lunch time workers and shoppers in comparison to use by families.

The design of the park has taken into consideration other activities such as festivals and markets. There are no proposals to limit the use of the park for any community activity.

ATTACHMENT 3 TO CLAUSE 4

Respondent would lose the view of the park and suggests the area to the rear of 74 Wordsworth should be sold instead.

This was one of the original options considered when looking to remodel the park however the current proposal better enables the park to connect with Colombo Street.

The proposed new Sikh society building will dominate the new open space and would not be suitable for this area.

Any new building on the land will need to comply with the rules of the Operative City Plan. The Sikh Society had a facility in Sydenham at 74 Wordsworth Street prior to the 2010 & 2011 Canterbury Earthquakes. Planners and urban designers will provide advice on the design of the proposed new building and consider that a relationship between the park and the new building is advantageous from a CPTED perspective.

The park will be reduced by 40%

The proposal includes a land swap of 602m² of land at 74 Wordsworth Street and a sale of 628m² therefore the overall reduction in park space will be 19%.

That the Land Swap is a "land grab" by the Sikh Society

The Council initiated discussions with the Sikh Society seeking improvements to both the layout and improvements to the Park. The Sikh Society have worked with Council Staff on the basis that the exchange is of mutual benefit for both parties.

There should be no loss of open space in the inner city area.

The Council has recently purchased the site at 441 Colombo Street as part of the Sydenham Master Plan implementation to provide a public outdoor open space accessed directly from Colombo Street.

The smaller space will be "ugly" and less used.

The park has been identified as being too big and underutilised and research has shown that well designed smaller intimate spaces can be more attractive and well used.

Loss of native trees in the SW corner and impact on local wildlife

The arborist's report on the trees currently located in the south west corner of the park states that the condition of these trees range from fair to very poor. Trees that have been identified as being worthy of retention will be retained with the new park. New trees proposed have been chosen so that they will provide shade in the summer and allow for natural light into the park in the winter. However the landscape design is still a concept that could take into account the submissions on choice of trees. The site boundary has been amended to retain the pin oak near the SE corner of the park. Negotiations are ongoing with the Sikh Society to retain the Golden Elms on the SE corner of the park.

Having considered the submissions received, and in light of the commentary above staff remain of the view that the land sale/exchange should be recommended by the Board to Council for approval based on the following

- That the proposed remodel of the park with a land swap/land sale as set out in the staff report is still in Council's and community best interests to proceed.
- CPTED issues will be addressed.
- The site will have greater frontage to Wordsworth St and will be in closer proximity to Colombo St.
- The alignment of the Park will enable greater opportunities in landscape/park design.
- The overall drainage of the park will be improved.

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5. RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION OUTCOMES AND STREET MEASURES

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

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report in respect of the Riccarton Road Bus Priority Project (Stage 1 Matipo Street to Deans Avenue) outlines for the Infrastructure, Transport and Environment Committee the following:
- 1.1.1 The outcomes from the community and stakeholder consultation process conducted in April/May 2015.
- 1.1.2 The preferred option for central Riccarton (Matipo Street to Clarence Street).
- 1.1.3 The proposal for Riccarton Road between Clarence Street and Deans Avenue, including the signalisation of the Riccarton Road, Riccarton Avenue and Deans Avenue intersection.
- 1.1.4 The proposed scheme changes arising from the consultation process and seeks approval to implement the scheme.
- 1.2 A seminar was held on 8 July 2015 to enable staff to engage with the elected members of the Infrastructure, Transport and Environment Committee, Riccarton/Wigram and Hagley/Ferrymead Community Boards on the outcomes of the community and stakeholder consultation for the Riccarton Road bus priority proposals. The elected members were advised that both Community Boards and the Committee would have the opportunity to consider the consultation results, and the proposed scheme measures including any changes through reports.
- 1.3 The Infrastructure, Transport and Environment Committee at the 2 April meeting (**Attachment 1**) resolved that under delegated authority it:
- 1.3.1 Instruct staff to proceed with community and stakeholder consultation on the proposed Riccarton Road bus priority proposals as outlined in paragraphs 4.1, 4.2 and 4.3 which includes Option 2 (Pedestrian Friendly) and Option 3 (Hybrid) for the Riccarton Town Centre segment of this project.
- 1.3.2 Instruct staff following the conclusion of consultation process that the analysis of the outcomes and responses and any amendments to the concept designs shall be reported to the Riccarton/Wigram Community Board and Hagley/Ferrymead Community Board. The Community Board recommendations will then be passed onto the Infrastructure, Transport and Environment Committee for consideration in its decision making.
- 1.3.3 Instruct staff to arrange for a confidential joint seminar of the Infrastructure, Transport and Environment Committee, the Riccarton/Wigram Community Board and the Hagley/Ferrymead Community Board to review the outcomes and responses and any amendments to the concept designs. This seminar will take place before the Community Boards' and the Infrastructure, Transport and Environment Committee's meetings.
- 1.4 In order to clarify the decision making process a report on 13 November 2014 (**Attachment 2**) reviewed by the Council approved the following:

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1.4.1 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.

1.4.2 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.

2. EXECUTIVE SUMMARY

2.1 Formal Riccarton/Wigram and Hagley/Ferrymead Community Board input to the consultation outcomes and the proposed Riccarton Road Bus Priority scheme will be through Part A report recommendations being submitted to the Infrastructure, Transport and Environment Committee for the 6 August meeting. Riccarton/Wigram Community Board considered this issue on 14 July and the Hagley/Ferrymead Community Board on 15 July.

2.2 They will include the proposal for the Deans Avenue/Riccarton Avenue and Riccarton Road intersection (both Community Boards) and the Riccarton/Wigram Community Board for section between Deans Avenue and Clarence Street and for their preferred option for Riccarton Town Centre (Clarence Street to Matipo Street).

3. BACKGROUND

3.1 The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies which were outlined in the earlier Infrastructure, Transport and Environment Committee report (Attachment 1):

3.2 The Council's Three Year Plan (TYP) for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project and wider Metro network changes introduced by Environment Canterbury (ECan) in late 2014.

3.3 The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014. The study identified measures for the Riccarton Road corridor that will improve reliability and reduce journey times for public transport. The study also identified measures for the corridor to improve safety and the environment for pedestrians and cyclists.

3.4 For the sake of clarity the following matters are restated:

3.4.1 The site of the Riccarton Bus Passenger Waiting Lounge at 123/125 Riccarton Road, and the associated street works were approved by the Council at the meeting on 11 December 2014.

3.4.2 The Riccarton Road Bus Priority Project is limited to the current road reserve of that street; no land purchase is proposed or sought.

3.5 A number of scheme options have been considered based on previous studies including the Riccarton Corridor Study. This has led staff to deduce that the proposed Riccarton Road Bus Priority scheme can be divided into two key components:

3.5.1 Deans Avenue – Clarence Street/Straven Road.

3.5.2 Riccarton Town Centre – Clarence Street/ Straven Road – Matipo Street.

5 Cont'd**4. COMMENT**

4.1 This part of the report will be split into the following sections:

4.1.1 A review of the results of the community and stakeholder consultation conducted between 20 April and 18 May including the views on the central Riccarton options.

4.1.2 An outline of any changes resulting from the comments and suggestions given in the consultation process. This section will include a review of all the suggested changes and the reasons either why they were accepted or declined.

4.1.3 A review and outline of proposals to improve the off-street car parks for central Riccarton.

Community and Stakeholder Consultation***Consultation plan summary***

4.2 The objectives for the consultation and engagement process are:

4.2.1 To ensure all relevant stakeholders are informed at appropriate stages of the project of its purpose, aims and timeframes.

4.2.2 To provide an appropriate process for feedback/discussion and a contact point for any input or concerns.

4.2.3 To ensure all submitters are aware of the process, procedure and parameters around the decision-making process.

4.2.4 To advise submitters of the final concept and how consultation feedback has influenced the plan.

4.2.5 To inform submitters of the final decision if it varies significantly from the final proposal.

Consultation scope

4.3 Consultation was carried out within the following framework:

4.3.1 Bus Priority is needed on Riccarton Road to meet ECan operational requirements for its Christchurch bus network.

4.3.2 Bus Priority on Riccarton Road is also required to ensure the successful operation of the new central City Exchange and the super stops on Manchester Street and at the Hospital Corner.

4.3.3 The passenger lounge and associated bus stops have been confirmed as part of an earlier consultation and decision making process.

4.3.4 The proposal is restricted to the legal road boundaries.

Consultation plan

4.4 The consultation was carried between 20 April and 18 May 2015 and included the following elements:

4.4.1 Council's "Have your say" website, with links to Ecan and Selwyn District Council websites and Facebook.

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- 4.4.2 Hand delivery of approximately 1700 booklets to Riccarton Road businesses and residents and/or posted to directly affected property owners. With approximately 400 hard copy booklets posted and emailed to key internal and external stakeholders.
- 4.4.3 Booklets and fliers at all Council Service Centres and libraries.
- 4.4.4 Posters on buses, posters, booklets and fliers at the central bus Exchange.
- 4.4.5 Approximately 3,000 fliers handed out to bus passengers in Riccarton Road, at Riccarton House market, and put under window wipers at North Hagley Park.
- 4.4.6 Three, three hour drop in sessions with staff present to discuss the proposals which were attended by around 40 businesses, property owners, residents, bus, and cycle users.
- 4.4.7 A one hour information session held for Chinese community at Rewi Alley Cultural Centre.
- 4.4.8 A presentation to Riccarton Community network meeting.
- 4.4.9 Phone calls, emails and meetings with business and property owners and other community members and stakeholders throughout the consultation period.
- 4.4.10 The consultation feedback form allowed submitters to indicate their preference for Option A or B in Central Riccarton, and to provide separate comments on the Central Riccarton (Matipo to Clarence section, the Clarence Street to Deans Avenue section, and the overall Bus Priority Proposal).

Riccarton Road Bus Priority Proposal Responses (refer Attachment 3)

- 4.5 During the consultation the Council received 232 submissions. There was support by the majority of submitters for the Riccarton Road bus priority proposals to improve travel times and reliability. Support was also noted for the Deans Avenue/Riccarton Road/Riccarton Avenue proposal to replace the roundabout with traffic signals to improve efficiency and safety. The submitters also gave strong support for the proposed improvements for cycle and pedestrian facilities.
- 4.6 One hundred and seventy eight submitters commented on the overall Riccarton Road Bus Priority proposal. Sixty two of these showed full support and also suggested that the Bus Priority proposal needs to be more rigorous and far reaching to meet the stated objectives. Comments included requests for Riccarton Road to have full time bus lanes, the further removal of parking and more facilities for cyclists.
- 4.7 A further 46 expressed full support for the project. Thirty seven additional submitters showed support with suggestions for improvements, for example road layout, safety and access for cyclists and pedestrians at the proposed Deans Avenue/Riccarton Road intersection, and bus travel efficiency. Fourteen submitters expressed mixed views or suggestions only (**Attachment 3**). The project team has considered all safety, road access and layout issues, and the resulting proposed changes to the Riccarton Road bus priority proposal are listed in paragraphs 4.32, 4.33 and 4.34 below.
- 4.8 In contrast 19 submitters expressed overall opposition to the Bus Priority proposal and nine of these included concerns about on-street parking loss, mainly from affected businesses and property owners in Central Riccarton, and the rest of Riccarton Road. Opposition was also expressed by several other submitters including a local residents group. Others questioned the overall viability of the project including the plan, cost benefits, resourcing and timing (**Attachment 3**).

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- 4.9 The remaining 54 submitters who did not comment on the overall bus priority project limited their feedback to preferences for and suggestions about Central Riccarton and/or the Deans/Riccarton intersection.
- 4.10 The strategic background and justification for the Riccarton Road Bus Priority project can be found in paragraphs 3.1, 3.2 and **Attachment 1**. A summary of the other main issues raised are:
- 4.10.1 Requests to increase bus priority operating times; it is not proposed to extend the bus operating hours to include longer periods of the day or weekends, the proposed times are similar to operating times on other bus priority corridors and will be supported in peak hours by sections of full time bus lanes. The hours of operation will be monitored and reviewed, and amended if required.
- 4.10.2 Requests for extended bus lanes to intersections; there is not enough room for dedicated bus lanes to extend to intersection stop lines. Motorists can enter a bus lane 50 metres ahead of a left turn at the intersection, as indicated by the broken white lines in the bus lane.
- 4.10.3 Requests for "B" bus lights; these will be provided in the scheme at Deans Avenue/Riccarton Road and Clarence Street/Straven Road signal intersection. Bus lanes are needed on the approaches and departures to support the bus lights as the buses need to be able to get to the stop lines and then get ahead of other traffic
- 4.10.4 Requests to extend bus priority to Church Corner; there is a longer term plan to deliver bus priority west of Matipo Street to Church Corner and to meet the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub.
- 4.10.5 Requests for further improvements for cycling; as a local cycleway in the Christchurch Transport Strategic Plan, Riccarton Road cycle facilities are wide on-road cycle lanes rather than segregated lanes. On-road marked cycle lanes are to be 1.8 metres wide and when the bus lane is not in operation there is a wider space for cycling between the traffic lane and the parked cars. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway for the 'interested but concerned cyclists'. Cycle provisions on Riccarton Road are aimed at current cyclists using this route.

Clarence Street to Deans Avenue Proposal Responses (including the Riccarton Road/Riccarton Avenue and Deans Avenue intersection) (refer Attachment 4)

- 4.11 There were over a hundred support comments for the Clarence - Deans section of Riccarton Road's bus proposal, and more than forty positive references to the signalisation of the intersection with Deans Avenue. Some submitters commented that if Riccarton Road really is a priority public transport route, why are there so many traffic lanes at the intersection of Deans Avenue/Riccarton Road signals? (**Attachment 4**). The project team's response is that separate turning lanes at the intersection particularly for right turning vehicles are required primarily for safety and not capacity. The two right turn lanes from Riccarton Avenue into Deans Avenue meet traffic demands from the Central City, and discourage the use of Riccarton Road. It is now proposed to make one of the through lanes on the Riccarton Road approach to the Deans Avenue intersection a dedicated bus and cycle lane reducing the general vehicle traffic lanes to one.

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- 4.12 Several submitters asked for additional cycle facilities at the Deans Avenue/Riccarton Avenue/Riccarton Road intersection and along this section of Riccarton Road including hook turn boxes, advanced stop boxes and the marking of cycle lanes over the minor roads. The project team response is that cyclists are encouraged to use the pathways in Hagley Park for north-south travel rather than Deans Avenue, and this is why hook turns for right turning cyclists on to Deans Avenue are not included in the proposal. There are existing facilities at the Deans Avenue/Kilmarnock Street intersection, the old Blenheim Road deviation, and at the Deans/Harper/Fendalton intersection for cyclists to cross or access Deans Avenue. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway. Nevertheless at the Deans/Riccarton intersection an advanced cycle box will be added to the front of the unmarked kerbside lane on Riccarton Avenue at the Deans/Riccarton intersection. In addition the cycle lanes are to be marked over minor roads along Riccarton Road between Deans Avenue and the Clarence Street intersection.
- 4.13 Regarding the section from Riccarton Avenue to the Clarence/Riccarton/Straven intersection, the removal of on-street parking during the hours of bus lane operation was opposed mainly by retailers and land owners. These includes the owners and the businesses operating at 11 to 13 Riccarton Road, e.g. a dairy, a florist and the Argi Bargji restaurant. The removal of parking during the hours of bus lane operation is required to support the greater strategic requirement to improve bus journey time reliability for current users, and to make public transport a more attractive option for all travellers. Continuous bus lanes provide the greatest travel time reliability as buses do not have to merge with general traffic for a short section to then re-enter the bus lane. For example, a westbound bus lane starting through the intersection on Riccarton Avenue will allow buses to bypass the traffic queue that forms back to the roundabout and continue along Riccarton Road without the delays that would result from merging back into the general traffic lane for a short section. It will also avoid potential safety problems for all traffic including cyclists if the buses and cyclists do not have to merge. Short-term parking is being provided on Bartlett Street during the operational hours of the bus lanes.
- 4.14 Four submitters (including the Blind Foundation) questioned the safety and viability of left turn slip lanes on the proposed signals intersection at Deans Avenue/Riccarton Road. A meeting was held with a representative of the Blind Foundation in June when this issue was discussed. The project team's response is that Deans Avenue is too narrow for a signalised left turn lane that would hold the traffic demands on a red arrow to provide full pedestrian and cycle protection for those crossing between the two parks. This would create traffic queues in the through traffic lanes causing congestion and other safety problems. For the left turn slip lane from Riccarton Road into Deans Avenue staff undertook further investigations into replacing it with the left turn controlled by a green arrow, so it could run in a number of signal phases. This would leave an unprotected crossing on Riccarton Road of 30 metres leaving pedestrians exposed to additional danger. The left turn slip lanes allows pedestrians to pass through when there are gaps in traffic. A wide raised platform will slow vehicles on the approach, and cater for crossing demands. The project team concluded that the original proposal provides a better balance for pedestrians crossing at the intersection.
- 4.15 Three submitters question the need for traffic signals to replace the roundabout. The project team notes that a change to traffic signals allows for bus priority for eastbound and westbound buses, allows the intersection to cope with current and future traffic volumes, and improves crossing opportunities for pedestrians and cyclists. Research shows that the traffic signals will help to make vehicle journey times less variable and this will improve bus journey reliability.
- 4.16 The proposed changes to the plans for Riccarton Road between Deans Avenue and Clarence Street are given in Paragraphs 4.32, and 4.33 below.

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Central Riccarton (Matipo Street to Clarence Street) - Options A and B Responses (refer Attachment 5)

- 4.17 Of the 194 submitters who expressed a preference for the Central Riccarton options 98 preferred Option A and 96 favoured Option B (see **Attachment 4**). The remaining 38 either indicated no preference or didn't respond to this section, or showed a range of responses related other matters. Those who preferred Option A: included 20 local Riccarton residents, Riccarton Bush/Kilmarnock Residents Association, Kauri Lodge Retirement Home, 10 Riccarton Road businesses (eight of these outside Central Riccarton), CycleChCh, Spokes Canterbury, Living Streets Red Bus, Ecan, and the New Zealand Automobile Association (NZAA). The key reasons in favour of Option A were the pedestrian priority and 'precinct' feel to be gained by the median and trees, the cycle lanes and the general improvement to traffic flow resulting from the loss of 'side friction'.
- 4.18 Submitters preferring Option B gave several reasons including the retention of some parking, the absence of the median, road space taken up by the median, and fewer trees. Those submitters preferring Option B included six local Riccarton residents, four business representatives, and six property owner representatives, two Central Riccarton Motels, Westfield Riccarton, St Johns Ambulance, Disabled Persons Assembly, Generation Zero, and Heavy Haulage Association.
- 4.19 A number of submitters indicated a preference for Option A or B but indicated or showed through their comments that they like aspects of both options. These included support for or concerns about the median, support for designated bus lanes; others requested more cycle lanes segregated from the bus lanes for Option B. Concerns about the trees included leaf drop, shade and visibility concerns for both options. Full details can be found in **Attachment 5**.
- 4.20 In Central Riccarton, the removal of on-street parking (being replaced with higher turnover off-street car parking), reduces side friction improving traffic flow for buses, allows for more pedestrian space and crossing points, provide space for cycling and also environmental enhancements to support Central Riccarton as a place. The Option A proposals also provide pedestrian facilities in line with the Council's designation of the central Riccarton Walkable Centre and Riccarton Road as a public transport route.
- 4.21 Several submitters expressed support for the removal of on-street parking in Central Riccarton, to ensure the objectives of the proposal are met. Additionally many submitters requested further details of the Council's plans to improve off-street car parks on Council land to the rear of the shops on the north side of Riccarton Road, and asked for assurance that there will be adequate signage. Details of the staff proposals are given in paragraphs 4.35, 4.36 and 4.37 below.
- 4.22 The Heavy Haulage Association expressed concern about the proposal to remove the designation of Riccarton Road between Matipo Street and Clarence Street as a route for over dimension vehicles. This was countered by four requests for a heavy vehicle ban to be extended along Riccarton Road. It is not proposed to remove heavy vehicles from this corridor as they are required to service the main shops and businesses along the street. However, Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic (including through traffic and freight traffic).
- 4.23 Submitters made requests for more cycle lanes and segregated lanes than shown in either of the central Riccarton options. It is not proposed to install segregated cycle lanes as Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. Option A removes the majority of on-street parking to allow for kerbside cycle lanes and there is minimal on-street parking, which improves cycle safety (reduced risk of 'dooring').

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- 4.24 Several Kauri Street and Rata Street residents have expressed concerns that either option could lead to excess rat running traffic turning off Riccarton Road and using Kauri Street and Rata Street to avoid congestion. Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
- 4.25 Submitters raised a number of other directly related issues, the details of which include the project team's response can be found in **Attachments 3, Attachment 4, and Attachment 5**. The main ones are summarised with the Project Team's response below:
- 4.25.1 Having continuous and/or full time bus lanes; while bus lanes provide more benefits for buses if they are continuous when required in terms of traffic delays. They were not proposed for Option B in order to retain some part -time car parks. Nevertheless Option A would provide benefits for buses, cyclists and pedestrians outside the peak hours too.
- 4.25.2 Option A does not go far enough; central Riccarton is a key activity centre and is defined as walkable centre in the Christchurch Transport Strategic Plan, which also defines the Riccarton Road as key public transport corridor. Option A should deliver benefits for buses, cyclist and pedestrians and the removal of most on-street car parks will improve traffic flow.
- 4.25.3 Needless reduction of road space; the removal of most on-street car parks will improve traffic flow.
- 4.25.4 Part time bus lanes not a good solution for Riccarton Road; this is covered above in paragraph 4.10.1.
- 4.25.5 Bus Lanes in both directions; It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a lower speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section.
- 4.26 The proposed changes to the Option A plans are given in Paragraph 4.34 below.

Scheme Proposals and Revisions***Deans Avenue – Clarence Street/Straven Road***

- 4.27 This section of the Riccarton Road Corridor is considered more suitable for conventional bus priority and other traffic improvement measures (see **Attachment 7**) which can be summarised as:
- 4.27.1 Deans Avenue/Riccarton Road/Riccarton Avenue intersection to be signalised with bus lanes on the eastern and western approaches. The bus lanes on the approach to the intersection are to operate as full time bus lanes.
- 4.27.2 Part time (both peak hours 0700 – 0900 hours and 1500 – 1800 hours) bus lanes for westbound buses between the Deans Avenue/Riccarton Road/Riccarton Avenue and the Riccarton Road/Picton Avenue intersection.
- 4.27.3 Full time bus lane on the westbound approach to the Clarence Street/Straven Road intersection from the Riccarton Road/Picton Avenue intersection.

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- 4.27.4 Most on-street parking will be maintained although some car parks will not be available during the operational hours of the bus lanes. In the sections of permanent bus lane, four car parks will be permanently removed for the eastbound lane on the approach to Deans Avenue, there are no proposals to remove parking for the permanent westbound bus lane on Riccarton Avenue, however 15 car parks are removed for the intersection works, and eight car parks will be permanently removed for the westbound bus lane on the approach to Clarence Street.
- 4.27.5 Introduce short-term parking on Bartlett Street during the operational hours of the bus lanes for the local retail facilities.
- 4.27.6 An early start is proposed for westbound buses on Riccarton Road at the Riccarton Road/Clarence Street intersection to get ahead of general traffic.
- 4.27.7 It is proposed to remove the zebra crossing to the east of Mona Vale Avenue, and be replaced with a signal controlled pedestrian crossing on the western approach to the rail crossing. This will be future proofed to accommodate cyclists using the proposed Northern Line Major Cycleway Route that will cross Riccarton Road at this point.

Riccarton Town Centre

- 4.28 This section of the Riccarton Road corridor requires measures that reflect the unique character of this area. There were two options included in the consultation process:
- 4.28.1 Option A – Pedestrian Friendly with streetscape improvements to remove side friction and assist pedestrian movements; the plans are found in **Attachment 8**. There would be no bus lanes, minimal on-street parking and restricted turns into and out of Riccarton Road from Kauri Street and Division Street as approved in the bus lounge design (**attachment 7**). Four car parks would be retained outside 105 and 107 Riccarton Road. This option allows for a tree lined median and on-road cycle lanes.
- 4.28.2 Option B – A Hybrid Scheme seeking to improve the streetscape for pedestrians and cyclists, and assist the movement of buses.
- 4.29 Traffic modelling has been undertaken to assess Option A, and the scheme has been through the safety audit process for the scheme stage, and will continue through the process as schemes evolve into detailed design.
- 4.30 Staff have reviewed all the submissions for the Central Riccarton Options A and B, including requests for changes to either or both options. It is clear from the submissions that there is strong support to improve the Central Riccarton area for residents, businesses and visitors. Additionally there is support for measures to improve the street for buses, cyclists and pedestrians. These opinions have been expressed by supporters of both Option B as well as Option A.
- 4.31 Option A is narrowly favoured in the consultation submissions and Staff believe can deliver the project's objectives in respect of bus priority, improved cycling and the walkable centre. For these reasons including the consultation's submissions Staff will recommend that Option A is approved by the Infrastructure, Transport and Environment Committee subject to the changes outlined in paragraph 4.34.

Proposed Changes

- 4.32 Proposed changes to the Deans Avenue/Riccarton Road/Riccarton Avenue Intersection as a result of consultation are:
- Addition of an advanced cycle stop box at the front of the kerbside lane on Riccarton Avenue.

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- An extension of the eastbound bus lane to the stop line at the traffic signals. This will result in one bus lane and one general traffic lane.
- 4.33 Proposed changes to Riccarton Road from Deans Avenue to Clarence Street as a result of consultation are:
- Marking of cycle lanes over side roads along this section.
 - Marking of an extra green line inside the edge line to further highlight to drivers the difference between full time bus lanes and part time bus lanes.
 - Removal of two proposed trees outside 33 Riccarton Road.
 - Inclusion of one proposed tree into proposed planting bed outside 4B Riccarton Road.
- 4.34 Proposed changes to Option A through Central Riccarton from Clarence Street to Matipo Street as a result of consultation are:
- Removal of full height median in front of property numbers 140, 142 Riccarton Road and 1 Kauri Street. This will be replaced with a painted median.
 - Sections of flush median that will allow for emergency vehicles to overtake and create extra space if required should a vehicle breakdown. The flush median between Kauri Street and Clarence Street is to be paved.
 - Removal of some trees from the proposed median (reduction from 41 trees in the original proposal to 25 trees) and replaced with columns for promotional banners in the median. Vertical elements are required in the median to assist with speed management and the proposed poles will be subject to resolving any safety issues during the detailed design process.
 - There were 11 trees proposed in the footpath on the south side, it is now proposed to provide nine.
 - Change to one P60 parking space on the south side to a P5 Loading Zone to support servicing for Central Riccarton businesses.

Riccarton Road - Additional Off-street Parking

- 4.35 The Council currently owns two pieces of land north of Riccarton Road between Rimu Street and Straven Road, offering approximately 65 car parking spaces including three mobility parks (see **Attachment 6**). These car parks currently have no set time limit and are mostly used by businesses and local residents through the day, this prevents the public from using these spaces.
- 4.36 Upon approval of this report's recommendations, these car parks will be re-designated as P120 spaces allowing turnover throughout the day for use by the public to access the facilities offered by the Riccarton Town Centre. Additional signage is proposed to direct private vehicles from Riccarton Road to these spaces and normal parking enforcement is also being considered to patrol these car parks and enforce the P120 restrictions.
- 4.37 Overall, the total number of car parks proposed with restrictions will be greater than the current number of on-street car parks to be removed as part of the wider bus priority and pedestrian friendly measures proposed in this report.
- 4.38 The proposal to re-designate the Council's car parks as P120, to support businesses on Riccarton Road, will displace long stay parked vehicles onto the surrounding streets. Staff realise this is a dichotomy, but the Council does not prioritise the provision of long stay car parks for commuters. However, it is noted that the presence of P120 parking restrictions on both sides of the surrounding streets is inconsistent with those streets on the south side of Riccarton Road. These streets have P120 restrictions on one side only which provides a better balance between commuter parking demand and the parking requirements of local residents.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 6. 8. 2015

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5. FINANCIAL IMPLICATIONS

- 5.1 Funding has already been allocated for the Riccarton Road Public Transport project as part of the Crown/Council Funding Agreement and is included the Annual Plan for 2015 – 2016.

6. STAFF RECOMMENDATION

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

- 6.1 Approve the scheme design, subject to any resource consent required, for the Deans Avenue/Riccarton Avenue/Riccarton Road intersection, and the section of Riccarton Road between the Deans Avenue/Riccarton Avenue/Riccarton Road intersection to the Clarence Street/Riccarton Road/Straven Road intersection and including the Clarence Street/Riccarton Road/Straven Road intersection as detailed in **Attachment 7**.
- 6.2 Approve the scheme design for option A, subject to any resource consent required, for the section of Riccarton Road between the Clarence Street/Riccarton Road/Straven Road intersection and the Matipo Street/Riccarton Road intersection as detailed in **Attachment 8**.
- 6.3 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 – Deans Avenue/Riccarton Avenue/ Riccarton Road intersection

- 6.4 Approve that all traffic controls at the intersection of Deans Avenue, Riccarton Avenue and Riccarton Road be revoked.

New intersection – Deans Avenue/Riccarton Avenue/ Riccarton Road intersection Traffic Control

- 6.5 Approve the lane marking changes, kerb alignment changes and median islands at the Deans Avenue, Riccarton Avenue and Riccarton Road intersection as detailed on **Attachment 7**.
- 6.6 Approve that the intersection of Deans Avenue, Riccarton Avenue and Riccarton Road, be controlled by traffic signals (except for the Deans Avenue (north) left turn slip lane and the Riccarton Road left turn slip lane) in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 7**.
- 6.7 Approve that a Give-Way control be placed against the Deans Avenue (north) left turn slip lane at its intersection with Riccarton Avenue as detailed on **Attachment 7**.
- 6.8 Approve that a pedestrian and cycle crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on the Deans Avenue (north) left turn lane at its intersection with Riccarton Avenue as detailed on **Attachment 7**.
- 6.9 Approve that a Give-Way control be placed against the Riccarton Road left turn slip lane at its intersection with Deans Avenue as detailed on **Attachment 7**.
- 6.10 Approve that a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on the Riccarton Road left turn lane at its intersection with Deans Avenue as detailed on **Attachment 7**.

Existing Riccarton Avenue – Traffic Control

- 6.11 Approve that all traffic controls on Riccarton Avenue from its intersection with Deans Avenue and extending in a southeasterly direction for a distance of 192 metres be revoked.

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New Riccarton Avenue Traffic Control

- 6.12 Approve the lane marking changes, kerb alignment changes and median islands on Riccarton Avenue from its intersection with Deans Avenue and extending in a southeasterly direction for a distance of 192 metres as detailed on **Attachment 7**.
- 6.13 Approve that a special vehicle lane for the use of westbound buses and cycles only, be established on the southwest side of Riccarton Avenue, commencing at its intersection with Deans Avenue, and extending in a southeasterly direction for a distance of 166 metres as detailed on **Attachment 7**. 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.
- 6.14 Approve the westbound kerbside lane on Riccarton Avenue be restricted to left turn movements only except buses and bicycles.
- 6.15 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the northeast side of Riccarton Avenue, behind the kerb commencing at its intersection with Deans Avenue and extending in a southeasterly direction for a distance of 192 metres as detailed on **Attachment 7**. 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.

Existing Riccarton Avenue Parking and Stopping Restrictions

- 6.16 Approve that all parking and stopping restrictions on the southwest side of Riccarton Avenue from its intersection with Deans Avenue to a point 166 metres southeast be revoked.
- 6.17 Approve that all parking and stopping restrictions on the northeast side of Riccarton Avenue from its intersection with Deans Avenue to a point 192 metres southeast be revoked.

New Riccarton Avenue Parking and Stopping Restrictions

- 6.18 Approve that the stopping of vehicles be prohibited at any time on the southwest side of Riccarton Avenue, commencing at its intersection with Deans Avenue and extending in an easterly and then southeasterly direction for a distance of 166 metres.
- 6.19 Approve that the stopping of vehicles be prohibited at any time on the northeast side of Riccarton Avenue, commencing at its intersection with Deans Avenue and extending in an easterly and then southeasterly direction for a distance of 192 metres.

Existing Deans Avenue (south) – Traffic Control

- 6.20 Approve that all traffic controls on Deans Avenue from its intersection with Riccarton Road and extending in a southerly direction for a distance of 83 metres be revoked.

New Deans Avenue (south) Traffic Control

- 6.21 Approve the lane marking changes, kerb alignment changes and median islands on Deans Avenue from its intersection with Riccarton Road and extending in a southerly direction for a distance of 83 metres as detailed on **Attachment 7**.

Existing Deans Avenue (south) Parking and Stopping Restrictions

- 6.22 Approve that all parking and stopping restrictions on the east side of Deans Avenue from its intersection with Riccarton Avenue to a point 83 metres south be revoked.
- 6.23 Approve that all parking and stopping restrictions on the west side of Deans Avenue from its intersection with Riccarton Road to the intersection with Bartlett Street be revoked.

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New Deans Avenue (south) Parking and Stopping Restrictions

- 6.24 Approve that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue, commencing at its intersection with Riccarton Avenue and extending in a southerly direction for a distance of 83 metres.
- 6.25 Approve that the stopping of vehicles be prohibited at any time on the west side of Deans Avenue, commencing at its intersection with Riccarton Road and extending in a southerly direction to the intersection with Bartlett Street.

Existing Deans Avenue (north) – Traffic Control

- 6.26 Approve that all traffic controls on Deans Avenue from its intersection with Riccarton Avenue and extending in a northerly direction for a distance of 92 metres be revoked.

New Deans Avenue (north) Traffic Control

- 6.27 Approve the lane marking changes, kerb alignment changes and median islands on Deans Avenue from its intersection with Riccarton Avenue and extending in a northerly direction for a distance of 92 metres as detailed on **Attachment 7**.

Existing Deans Avenue (north) Parking and Stopping Restrictions

- 6.28 Approve that all parking and stopping restrictions on the east side of Deans Avenue from its intersection with Riccarton Avenue to a point 92 metres north be revoked.
- 6.29 Approve that all parking and stopping restrictions on the west side of Deans Avenue from its intersection with Riccarton Road to the intersection with Ayr Street be revoked.

New Deans Avenue (north) Parking and Stopping Restrictions

- 6.30 Approve that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue, commencing at its intersection with Riccarton Avenue and extending in a northerly direction for a distance of 92 metres.
- 6.31 Approve that the stopping of vehicles be prohibited at any time on the west side of Deans Avenue, commencing at its intersection with Riccarton Road and extending in a northerly direction to the intersection of Ayr Street.

Existing Riccarton Road (Deans to Clarence/Straven) – Traffic Control

- 6.32 Approve that all traffic controls on Riccarton Road from its intersection with Deans Avenue to its intersection with Clarence Street and Straven Road be revoked.
- 6.33 Approve that the Give-Way control placed against Bartlett Street at its intersection with Riccarton Road be revoked.
- 6.34 Approve that the Give-Way control placed against Mandeville Street at its intersection with Riccarton Road be revoked.
- 6.35 Approve that the Give-Way control placed against Picton Avenue at its intersection with Riccarton Road be revoked.
- 6.36 Approve that the Give-Way control placed against Harakeke Street at its intersection with Riccarton Road be revoked.
- 6.37 Approve that the Give-Way control placed against Mona Vale Avenue at its intersection with Riccarton Road be revoked.
- 6.38 Approve that the Give-Way control placed against Darvel Street at its intersection with Riccarton Road be revoked.

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New Riccarton Road (Deans to Clarence/Straven) – Traffic Control

- 6.39 Approve the lane marking changes, kerb alignment changes and median islands on Riccarton Road from its intersection with Deans Avenue to its intersection with Clarence Street and Straven Road intersection as detailed on **Attachment 7**.
- 6.40 Approve that a special vehicle lane for the use of westbound buses and bicycles only between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday, be established on the south side of Riccarton Road, against the kerb commencing at the intersection with Deans Avenue and extending in a westerly direction for a distance of 653 metres as detailed on **Attachment 7**. 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.
- 6.41 Approve that a special vehicle lane for the use of westbound buses and bicycles only, be established on the south side of Riccarton Road, against the kerb commencing at point 653 metres west of its intersection with Deans Avenue, and extending in a westerly direction for a distance of 131 metres as detailed on **Attachment 7**. 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.
- 6.42 Approve that a special vehicle lane for the use of bicycles only, be established on the north side of Riccarton Road, against the kerb and adjacent to the parking lane, commencing at the intersection with Straven Road and extending in an easterly direction for a distance of 490 metres as detailed on **Attachment 7**. 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.
- 6.43 Approve that a special vehicle lane for the use of buses and bicycles only, be established on the north side of Riccarton Road, commencing at point 490 metres east of its intersection with Straven Road, and extending in an easterly direction to the intersection with Deans Avenue as detailed on **Attachment 7**. 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.
- 6.44 Approve that a pedestrian and cycle crossing, controlled by traffic signals be installed on Riccarton Road located at a point 23 metres west of its intersection with Mona Vale Avenue in accordance with the Land Transport Rule: Traffic Control Devices 2004, and as detailed on **Attachment 7**.
- 6.45 Approve that a Give-Way control be placed against Bartlett Street at its intersection with Riccarton Road.
- 6.46 Approve that a Give-Way control be placed against Mandeville Street at its intersection with Riccarton Road.
- 6.47 Approve that a Give-Way control be placed against Picton Avenue at its intersection with Riccarton Road.
- 6.48 Approve that a Give-Way control be placed against Harakeke Street at its intersection with Riccarton Road.
- 6.49 Approve that a Give-Way control be placed against Mona Vale Avenue at its intersection with Riccarton Road.
- 6.50 Approve that a Give-Way control be placed against Darvel Street at its intersection with Riccarton Road.

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Existing Riccarton Road (Deans to Clarence/Straven) Parking and Stopping Restrictions

- 6.51 Approve that all parking and stopping restrictions on the south side of Riccarton Road from its intersection with Deans Avenue to the intersection of Clarence Street be revoked.
- 6.52 Approve that all parking and stopping restrictions on the north side of Riccarton Road from its intersection with Deans Avenue to the intersection of Straven Road be revoked.

New Riccarton Road (Deans to Bartlett) Parking and Stopping Restrictions

- 6.53 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 79 metres.
- 6.54 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 79 metres west of its intersection with Deans Avenue, and extending in a westerly direction for a distance of 54 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.55 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Riccarton Road commencing at point 79 metres west of its intersection with Deans Avenue, and extending in a westerly direction for a distance of 54 metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.56 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at a point 133 metres west of its intersection with Deans Avenue, and extending in a westerly direction for a distance of eight metres.
- 6.57 Approve that a bus stop be installed on the south side of Riccarton Road commencing at a point 141 metres west of its intersection with Deans Avenue, and extending in a westerly direction for a distance of 29 metres.
- 6.58 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at a point 170 metres west of its intersection with Deans Avenue, and extending in a westerly direction to the intersection of Bartlett Street.

New Riccarton Road (Bartlett to Mandeville) Parking and Stopping Restrictions

- 6.59 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Bartlett Street and extending in a westerly direction for a distance of 48 metres.
- 6.60 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 48 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.61 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 48 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.62 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 66 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 63 metres.

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- 6.63 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 129 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 67 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.64 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 129 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 67 metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.65 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 196 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 14 metres.
- 6.66 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 210 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of six metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.67 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 210 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of six metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.68 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 216 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 12 metres.
- 6.69 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 228 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.70 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 228 metres west of its intersection with Bartlett Street, and extending in a westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.71 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 246 metres west of its intersection with Bartlett Street, and extending in a westerly direction to the intersection of Mandeville Street.

New Riccarton Road (Mandeville to Picton) Parking and Stopping Restrictions

- 6.72 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Mandeville Street and extending in a westerly direction for a distance of 59 metres.
- 6.73 Approve that a bus stop be installed on the south side of Riccarton Road commencing at point 59 metres east of its intersection with Mandeville Street, and extending in a westerly direction for a distance of 14 metres.
- 6.74 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 73 metres west of its intersection with Mandeville Street, and extending in a westerly direction for a distance of seven metres.

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- 6.75 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 80 metres west of its intersection with Mandeville Street, and extending in a westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.76 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 80 metres west of its intersection with Mandeville Street, and extending in a westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 6.00am to 7.00am and 9.00am to 3.00pm Monday to Friday.
- 6.77 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 99 metres west of its intersection with Mandeville Street, and extending in a westerly direction to the intersection of Picton Avenue.

New Riccarton Road (Picton to Clarence) Parking and Stopping Restrictions

- 6.78 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Picton Avenue and extending in a westerly direction to the intersection with Clarence Street.

New Riccarton Road (Straven to Harakeke) Parking and Stopping Restrictions

- 6.79 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Straven Road and extending in an easterly direction for a distance of 44 metres.
- 6.80 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 44 metres east of its intersection with Straven Road and extending in an easterly direction for a distance of 141 metres.
- 6.81 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 185 metres east of its intersection with Straven Road, and extending in an easterly direction for a distance of 54 metres.
- 6.82 Approve that a bus stop be installed on the north side of Riccarton Road commencing at point 239 metres east of its intersection with Straven Road, and extending in an easterly direction for a distance of 14 metres.
- 6.83 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 253 metres east of its intersection with Straven Road and extending in an easterly direction to the intersection of Harakeke Street.

New Riccarton Road (Harakeke to Mona Vale) Parking and Stopping Restrictions

- 6.84 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Harakeke Street and extending in an easterly direction for a distance of 61 metres.
- 6.85 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 61 metres east of its intersection with Harakeke Street and extending in an easterly direction for a distance of 117 metres.
- 6.86 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 178 metres east of its intersection with Harakeke Street and extending in an easterly direction to the intersection of Mona Vale Avenue.

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New Riccarton Road (Mona Vale to Darvel) Parking and Stopping Restrictions

- 6.87 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 40 metres.
- 6.88 Approve that a bus stop be installed on the north side of Riccarton Road commencing at point 40 metres east of its intersection with Mona Vale Avenue, and extending in an easterly direction for a distance of 29 metres.
- 6.89 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 69 metres east of its intersection with Mona Vale Avenue and extending in an easterly direction to the intersection of Darvel Street.

New Riccarton Road (Darvel to Deans) Parking and Stopping Restrictions

- 6.90 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Darvel Street and extending in an easterly direction to the intersection of Deans Avenue.

Existing Bartlett Street Parking and Stopping Restrictions

- 6.91 Approve that all parking and stopping restrictions on the east side of Bartlett Street from its intersection with Riccarton Road and extending in a southerly direction for a distance of 27 metres be revoked.
- 6.92 Approve that all parking and stopping restrictions on the west side of Bartlett Street from its intersection with Riccarton Road and extending in a southerly direction for a distance of 23 metres be revoked.

New Bartlett Street Parking and Stopping Restrictions

- 6.93 Approve that the stopping of vehicles be prohibited at any time on the east side of Bartlett Street, commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of seven metres.
- 6.94 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Bartlett Street commencing at point seven metres south of its intersection with Riccarton Road, and extending in a southerly direction for a distance of 20 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.
- 6.95 Approve that the stopping of vehicles be prohibited at any time on the west side of Bartlett Street, commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 10 metres.
- 6.96 Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Bartlett Street commencing at point 10 metres south of its intersection with Riccarton Road, and extending in a southerly direction for a distance of 13 metres. This restriction is to apply between the hours of 7.00am to 9.00am and 3.00pm to 6.00pm Monday to Friday.

Existing Intersection – Clarence Street/Riccarton Road/Straven Road intersection

- 6.97 Approve that all traffic controls at the intersection of Clarence Street, Riccarton Road and Clarence Street be revoked.

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New intersection – Clarence Street/Riccarton Road/Straven Road intersection Traffic Control

- 6.98 Approve the lane marking changes, kerb alignment changes and median islands at the Clarence Street, Riccarton Road and Clarence Street intersection as detailed on **Attachment 7**.
- 6.99 Approve that the intersection of Clarence Street, Riccarton Road and Clarence Street, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 7**.
- 6.100 Approve the westbound kerbside lane on Riccarton Road be restricted to left turn movements only except buses and bicycles.
- 6.101 Approve the eastbound kerbside lane on Riccarton Road be restricted to left turn movements only and bicycles.

Existing Riccarton Road (Clarence/Straven to Matipo) – Traffic Control

- 6.102 Approve that all traffic controls on Riccarton Road from its intersection with Clarence Street and Straven Road to its intersection with Matipo Street be revoked.
- 6.103 Approve that the Give-Way control placed against Rotherham Street at its intersection with Riccarton Road be revoked.
- 6.104 Approve that the Give-Way control placed against Rimu Street at its intersection with Riccarton Road be revoked.
- 6.105 Approve that the Give-Way control placed against Kauri Street at its intersection with Riccarton Road be revoked.

New Riccarton Road (Clarence/Straven to Matipo) – Traffic Control

- 6.106 Approve the lane marking changes, kerb build out changes, kerb alignment changes and median islands on Riccarton Road from its intersection with Clarence Street and Straven Road to the Matipo Street intersection as detailed on **Attachment 8**.
- 6.107 Approve that a Give-Way control be placed against Rotherham Street at its intersection with Riccarton Road.
- 6.108 Approve that a pedestrian crossing, controlled by traffic signals be installed on Riccarton Road located at a point 16 metres west of its intersection with Rotherham Street in accordance with the Land Transport Rule: Traffic Control Devices 2004, and as detailed on Attachment 8.
- 6.109 Approve that a Give-Way control be placed against Rimu Street at its intersection with Riccarton Road.
- 6.110 Approve that the intersection of Division Street and Riccarton Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 8**.
- 6.111 Approve that the right turn movement from the west approach of Riccarton Road at its intersection with Division Street be prohibited.
- 6.112 Approve that the right turn movement from Division Street at its intersection with Riccarton Road be prohibited.
- 6.113 Approve that a Give-Way control be placed against Kauri Street at its intersection with Riccarton Road.

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- 6.114 Approve that the right turn movement from the east approach of Riccarton Road at its intersection with Kauri Street be prohibited.
- 6.115 Approve that the right turn movement from Kauri Street at its intersection with Riccarton Road be prohibited.
- 6.116 Approve that a special vehicle lane for the use of westbound bicycles only, be established on the south side of Riccarton Road, against the kerb and adjacent to parking lane, commencing at the intersection with Clarence Street and extending in a westerly direction for a distance of 268 metres as detailed on **Attachment 8**. 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.
- 6.117 Approve that a special vehicle lane for the use of westbound buses and bicycles only, be established on the south side of Riccarton Road, against the kerb commencing at the intersection with Division Street and extending in a westerly direction for a distance of 188 metres as detailed on **Attachment 8**. 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.
- 6.118 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Riccarton Road, against the kerb commencing at point 156 metres west of its intersection with Kauri Street and extending in an easterly direction for a distance of 274 metres as detailed on **Attachment 8**. 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.
- 6.119 Approve that a special vehicle lane for the use of eastbound buses and bicycles only, be established on the north side of Riccarton Road, against the kerb commencing at the intersection with Rimu Street and extending in a westerly direction for a distance of 68 metres as detailed on **Attachment 8**. 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.
- 6.120 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the north side of Riccarton Road, against the kerb commencing at point 12 metres west of its intersection with Rimu Street and extending in an easterly direction for a distance of 128 metres as detailed on **Attachment 8**. 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.

Existing Riccarton Road Parking and Stopping Restrictions

- 6.121 Approve that all parking and stopping restrictions on both sides of Riccarton Road from its intersection with Clarence Street and Straven Road intersection to the intersection with Matipo Street be revoked.

New Riccarton Road (Clarence to Matipo) Parking and Stopping Restrictions

- 6.122 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Clarence Street and extending in a westerly direction for a distance of 69 metres.
- 6.123 Approve that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Riccarton Road commencing at point 69 metres west of its intersection with Clarence Street and extending in an westerly direction for a distance of six metres.
- 6.124 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at point 75 metres west of its intersection with Clarence Street, and extending in an westerly direction for a distance of 16 metres.

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- 6.125 Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Riccarton Road commencing at point 91 metres west of its intersection with Clarence Street and extending in an westerly direction for a distance of 14 metres.
- 6.126 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at a point 105 metres west of its intersection with Clarence Street and extending in a westerly direction to the intersection with Rotherham Street.
- 6.127 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Rotherham Street and extending in a westerly direction to the intersection of Division Street.
- 6.128 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at its intersection with Division Street and extending in a westerly direction for a distance of 15 metres.
- 6.129 Approve that a bus stop be installed on the south side of Riccarton Road commencing at point 15 metres west of its intersection with Division Street, and extending in a westerly direction for a distance of 59 metres.
- 6.130 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road, commencing at a point 74 metres west of its intersection with Division Street and extending in a westerly direction to the intersection of Matipo Street.
- 6.131 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Kauri Street and extending in a westerly direction for a distance of 155 metres.
- 6.132 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Kauri Street and extending in an easterly direction for a distance of 116 metres.
- 6.133 Approve that a bus stop be installed on the north side of Riccarton Road commencing at point 116 metres east of its intersection with Kauri Street and extending in an easterly direction for a distance of 56 metres.
- 6.134 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at point 172 metres east of its intersection with Kauri Street and extending in an easterly direction to the intersection of Rimu Street.
- 6.135 Approve that the stopping of vehicles be prohibited at any time on the north side of Riccarton Road, commencing at its intersection with Rimu Street and extending in an easterly direction to the intersection of Straven Road.

Existing Intersection – Matipo Street/Riccarton Road intersection Traffic Control

- 6.136 Approve that all traffic controls at the intersection of Matipo Street and Riccarton Road be revoked.

New intersection – Matipo Street/Riccarton Road intersection Traffic Control

- 6.137 Approve the lane marking changes, kerb alignment changes and median islands at the Matipo Street and Riccarton Road intersection as detailed on **Attachment 8**.
- 6.138 Approve that the intersection of Matipo Street and Riccarton Road, be controlled by traffic signals (except for the Matipo Street left turn slip lane) in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on **Attachment 8**.
- 6.139 Approve that a Give-Way control be placed against the Matipo Street left turn slip lane at its intersection with Matipo Street.

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- 6.140 Approve that a pedestrian crossing be duly established and marked in accordance with Section 8.2 of the Land Transport Rule- Traffic Control Devices: 2004 on the Matipo Street left turn lane at its intersection with Riccarton Road.
- 6.141 Approve the westbound kerbside lane on Riccarton Road be restricted to left turn movements only except buses and bicycles.
- 6.142 Approve that a special vehicle lane for the use of westbound buses and bicycles only, be established on the south side of Riccarton Road, against the kerb, commencing at the intersection with Matipo Street and extending in a westerly direction for a distance of 80 metres as detailed on **Attachment 8**. 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.

Existing Riccarton Road (West of Matipo) Parking and Stopping Restrictions

- 6.143 Approve that all parking and stopping restrictions on the south side of Riccarton Road from its intersection with Matipo Street and extending in a westerly direction for a distance of 80 metres be revoked.

New Riccarton Road (West of Matipo) Parking and Stopping Restrictions

- 6.144 Approve that the stopping of vehicles be prohibited at any time on the south side of Riccarton Road from its intersection with Matipo Street and extending in a westerly direction for a distance of 80 metres.

Riccarton Road (Deans Avenue - Matipo Street) Trees

- 6.145 Approve that 24 existing trees are removed and up to six additional existing trees are removed, subject to further investigation at detailed design), refer **Attachments 7** and **Attachment 8**.
- 6.146 Approve that 49 new and/or replacement trees are planted as detailed on **Attachments 7** and **Attachment 8**.

Off-street Car Parks (Riccarron Road)

- 6.147 Approve that the parking of vehicles be time-limited to a maximum period of 120 minutes on the property known as 4C Rimu Street (Pt Lots 1, 4 DP 20438, Lot 3 DP 22638, Lot 1 DP 301440, Pt Lot 237 DP 3360, Pt Lot 2 DP 8800) and as highlighted in **Attachment 6**. This parking is to be restricted to angle parking as marked. The restriction applies at all times. This area is for public parking.
- 6.148 Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This parking is to be restricted to angle parking as marked. This restriction is to apply at anytime and be located on the property known as 4C Rimu Street (Pt Lots 1, 4 DP 20438, Lot 3 DP 22638, Lot 1 DP 301440, Pt Lot 237 DP 3360, Pt Lot 2 DP 8800) and as highlighted in **Attachment 6**.
- 6.149 Approve that the parking of vehicles be time-limited to a maximum period of 120 minutes on the property known as 5 Straven Road (Pt Lot 2 DP 14225) and as highlighted in **Attachment 6**. This parking is to be restricted to angle parking as marked. The restriction applies at all times. This area is for public parking.
- 6.150 Approve that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act – Road User Rule: 2004. This parking is to be restricted to angle parking as marked. This restriction is to apply at anytime and be located on the property known as 5 Straven Road (Pt Lot 2 DP 14225) and as highlighted in **Attachment 6**.

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 6. 8. 2015

5 Cont'd

7. HAGLEY FERRYMEAD COMMUNITY BOARD CONSIDERATION

The Board considered the report and staff provided further information in response to questions. A concern regarding the connecting of cycle pathways was raised and an additional recommendation added to address this. The Board was advised staff are investigating opportunities to reduce the impact on carparking on Riccarton Avenue and that this, along with results of the accessibility audit, will be provided to the Committee.

8. HAGLEY FERRYMEAD COMMUNITY BOARD RECOMMENDATION

That the staff recommendations 6.1, 6.3 to 6.31 and 6.145 to 6.146 be adopted with the addition of recommendation 6.151.

Connecting Cycle Pathways

6.151 Approve that a special vehicle lane for the use of eastbound bicycles only, be established on the northeast side of Riccarton Avenue, behind the kerb commencing at a point 192 metres east of Deans Avenue and extending in an eastbound direction to the entrance of Hagley Park as detailed on **Attachment 7**. 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.

Islay McLeod/Paul Lonsdale

Carried

Note: Yani Johanson and Brenda Lowe-Johnson requested their votes against the resolutions be recorded.

9. RICCARTON/WIGRAM COMMUNITY BOARD CONSIDERATION

In the Board's considerations, staff spoke to the accompanying report and responded to questions from members.

The Board also **received** a deputation from Helen Spear, a representative of the Riccarton Bush/Kilmarnock Residents' Association, indicating a preference for Option A.

10. RICCARTON/WIGRAM COMMUNITY BOARD RECOMMENDATION

That the Riccarton/Wigram Community Board recommends to the Infrastructure Transport and Environment Committee that the staff recommendation as amended, be adopted but with the addition of the following:

Monitoring and Modelling

6.152 That Council traffic engineers be requested to undertake traffic modelling on the impact of the bus laning proposals on Kauri Street, Rata Street and Rimu Street (all local roads).

Explanatory Note

This is a request from the Riccarton Bush/Kilmarnock Residents' Association at its recent Annual General Meeting. An executive member reported that he understood that while extensive modelling had been undertaken on the laning proposal issue, no modelling had been done on the impact on Kauri Street, a local road. The potential impact on Kauri Street /Rata Street was recognised by the Board in its previous submission on bus laning.

Helen Broughton/Peter Laloli

Carried

6.153 That Council traffic engineers be requested to monitor traffic impacts on local roads on the south side of Riccarton Road (Matipo Street to Clarence Street).

Peter Laloli/Jimmy Chen

Carried

RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operations Officer, Operations Group	N	
Officer responsible:	Unit Manager,	N	
Author:	Philip Basher Transport Policy Engineer – OP Assets & Network	Y	941 8605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The report outlines for the Infrastructure, Transport and Environment Committee the proposal to consult on the on-street measures for bus priority on Riccarton Road between Deans Avenue and Matipo Street and seeks the Committee’s approval of the consultation plan.
- 1.2 The 20 March 2014 Meeting of the Infrastructure, Transport and Environmental Committee resolved to:
 - 1.2.1 Request that staff investigate bus priority measures along Riccarton Road.
- 1.3 A confidential seminar was held on 19 December 2014 to enable staff to engage with the elected members of the Infrastructure, Transport and Environment Committee, Riccarton / Wigram and Hagley / Ferrymead Community Boards on the bus priority measures proposed for Riccarton Road. The elected members were advised that both Community Boards and the Committee would have the opportunity to consider the proposed consultation through reports.
- 1.4 In order to clarify the decision making process a report on 13 November 2014 (attachment 1) the Council:
 - 1.4.1 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.
 - 1.4.2 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.

2. EXECUTIVE SUMMARY

- 2.1 As the Riccarton Road Bus Priority Project is considered to be of Metropolitan significance, the Infrastructure, Transport and Environment Committee has been delegated the authority to make the final decision on the proposal for the community and stakeholder consultation. The Community Board recommendations (Hagley / Ferrymead and Riccarton / Wigram) are reported separately by a memorandum.
- 2.2 The Community Boards will advise the Committee formally for Stage 1 Deans Avenue to Matipo Street bus priority measures through the Part A reports. They will include the section between Deans Avenue and Clarence Street (both Community Boards) and the Riccarton / Wigram Community Board for their preferred option for Riccarton Town Centre (Clarence Street to Matipo Street).

3. BACKGROUND

- 3.1 The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city’s overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies:

- 3.1.1 Regional Passenger Transport Plan (RPTP), Environment Canterbury (Ecan) 2014 – 2024. The Regional Public Transport Plan introduces a new operational model for the city’s public transport network, based on a “hubs and spokes” approach. The system relies on the establishment of a series of suburban interchanges where feeder services will link passengers on to the core high frequency service routes.
- 3.1.2 The Christchurch Transport Strategic Plan (CTSP), Christchurch City Council (CCC) 2012 – 2042. The CTSP confirms support for the principles of the RPTP and the new “hubs and spokes” model, and identifies Riccarton Road as a key public transport corridor.
- 3.1.3 Greater Christchurch Transport Statement (GCTS) UDS Partnership, 2012. The GCTS identifies public transport and priorities measures as one of the top priorities for recovery and future growth of the city.
- 3.1.4 Three Year Plan (TYP); CCC 2013/16 plus the Crown/Council funding agreement covers the anchor projects in the central city, one of which is the Public Transport interchange and directly associated improvements to Metro services outside the central city which includes the Riccarton Road Bus Priority.
- 3.1.5 An Accessible City (CERA) 2013. The transport chapter of the Central Christchurch Recovery Plan highlights the importance of the core public transport routes coming into the City from the North and West. Riccarton (Westfield) is a key hub for bringing in passengers from the western suburbs and the University to meet the core routes to and through the central city as well as transfers onto the orbital services. Ten of the city’s core bus routes pass through this interchange.
- 3.2 The Council’s Three Year Plan (TYP) for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project.
- 3.3 The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study. The study identified measures for the Riccarton Road corridor that will improve reliability and reduce journey times for public transport.

4. COMMENT

Bus Priority Scheme

- 4.1 A number of scheme options have been considered based on previous studies including the Riccarton Corridor study. This has led staff to deduce that the proposed Riccarton Road Bus Priority scheme can be divided into two key components:

- 4.1.1 Deans Avenue – Clarence Street/Straven Road.

- 4.1.2 Riccarton Town Centre – Clarence Street/ Straven Road – Matipo Street.

Deans Avenue – Clarence Street/Straven Road

- 4.2 This section of the Riccarton Road Corridor is considered more suitable for conventional bus priority and other traffic improvement measures (see Attachment 6) which can be summarised as:

- 4.2.1 Deans Avenue/Riccarton Road/Riccarton Avenue intersection to be signalised with bus lanes on the eastern and western approaches. The bus lanes on the approach to the intersection are to operate as full time bus lanes.

- 4.2.2 Part time (both peak hours 0700 – 0900 hours and 1500 – 1800 hours) bus lanes for westbound buses between the Deans Avenue/Riccarton Road/Riccarton Avenue and the Riccarton Road/Picton Avenue intersection.

- 4.2.3 Full time bus lane on the westbound approach to the Clarence Street/Straven Road intersection from the Riccarton Road/Picton Avenue intersection.

- 4.2.4 Most on-street parking will be maintained although some car parks will not be available during the operational hours of the bus lanes. In the sections of permanent bus lane, four car parks will be permanently removed for the eastbound lane on the approach to Deans Avenue, there are no proposals to remove parking for the permanent westbound bus lane on Riccarton Avenue, however 15 car parks are removed for the intersection works, and eight car parks will be permanently removed for the westbound bus lane on the approach to Clarence Street.
- 4.2.5 Introduce short-term parking on Bartlett Street during the operational hours of the bus lanes for the local retail facilities.
- 4.2.6 An early start is proposed for westbound buses on Riccarton Road at the Riccarton Road/Clarence Street intersection to get ahead of general traffic.
- 4.2.7 It is proposed to remove the zebra crossing to the east of Mona Vale Avenue, and be replaced with a signal controlled pedestrian crossing on the western approach to the rail crossing. This will be future proofed to accommodate cyclists using the proposed Northern Line Major Cycleway Route that will cross Riccarton Road at this point.

Riccarton Town Centre

- 4.3 This section of the Riccarton Road corridor requires measures that reflects the unique character of this area. There are three options:
- 4.3.1 Option 1 – Bus Friendly with peak bus lanes on both sides east and west bound between Clarence/Straven and Matipo Street; attachment 2 which shows the likely street profile. The bus lanes would operate between 0700 – 0900 hours and 1500 – 1800 hours on both sides of the road.
- 4.3.2 Option 2 – Pedestrian Friendly with streetscape improvements to remove side friction and assist pedestrian movements; the plans are found in Attachment 7. There would be no bus lanes, minimal on-street parking and restricted turns into and out of Riccarton Road from Kauri Street and Division Street as approved in the bus lounge design (attachment 3 for the possible street profile). Four car parks would be retained outside 105 and 107 Riccarton Road. This option allows for a tree lined median and on-road cycle lanes.
- 4.3.3 Option 3 – Hybrid incorporating elements from options one and two seeking to improve the streetscape and assist the movement of buses which is shown in profile in attachment 4. The plans for this option are given in Attachment 8.
- 4.4 Traffic modelling has been undertaken to assess the option, and the scheme has been through the safety audit process for the scheme stage, and will continue through the process as schemes evolve into detailed design. In addition table assessment the impact of each option is attached to this report (Attachment 5).
- 4.5 Staff believe that options two (Pedestrian Friendly) and three (Hybrid) should go out to consultation with the public (Attachment 5) because they would address the main objectives of improving the pedestrian environment and assisting in improving bus movement through the area. Option 1 would not improve the pedestrian environment in the Riccarton Town Centre area.

Consultation plan summary

- 4.6 The objectives for the consultation and engagement process are:
- 4.6.1 To ensure all relevant stakeholders are informed at appropriate stages of the project of its purpose, aims and timeframes.
- 4.6.2 To provide an appropriate process for feedback/discussion and a contact point for any input or concerns.

- 4.6.3 To ensure all submitters are aware of the process, procedure and parameters around the decision-making process.
- 4.6.4 To advise submitters of the final concept and how consultation feedback has influenced the plan.
- 4.6.5 To inform submitters of the final decision if it varies significantly from the final proposal.

Consultation scope

- 4.7 Consultation will be carried out within the following framework:
 - 4.7.1 Bus Priority is needed on Riccarton Road to meet Ecan operational requirements for its new greater Christchurch bus network.
 - 4.7.2 Bus Priority on Riccarton Road is also required to ensure the successful operation of the new central City Exchange and the associated super stops on Manchester Street and at the Hospital Corner.
 - 4.7.3 The passenger lounge and associated bus stops have been confirmed as part of an earlier consultation and decision making process.
 - 4.7.4 The proposal is restricted to the legal road boundaries.

Consultation plan

- 4.8 The project team is working together with Ecan staff to develop an integrated plan for consultation and communications. The stakeholder list will include businesses and property owners, bus users, residents, and key interested organisations and community. The consultation plan includes:
 - 4.8.1 Contacting key stakeholders such as business leaders and community groups ahead of the formal consultation period for preliminary engagement and information sharing.
 - 4.8.2 Community consultation will be via a Council Have Your Say on the web site and leaflet with either a paper or electronic feedback form. It will also supported by posters and other publicity and educational material.
 - 4.8.3 Leaflets and fliers will be hand-delivered to adjacent residents and businesses, and mailed to property owners and the wider area and stakeholder list.
 - 4.8.4 The planned four week consultation period starting in April 2015 will include three drop-in information sessions, two of which will target different sections of the route (Deans to Clarence, Clarence to Matipo), while welcoming general interest, feedback and questions. The third drop in session will cover the whole route.
 - 4.8.5 The consultation period allows for additional meetings with stakeholders and community groups, email, and phone calls.
 - 4.8.6 Submitters will be sent the final plan, a summary of consultation feedback and response including changes made as a result of consultation, and details of the meeting ahead of the final decision.

Community Board input to consultation

- 4.9 A joint seminar with the Riccarton/Wigram and Hagley/Ferrymead Community Boards and the Infrastructure, Transport and Environment Committees was held on 19 December 2014 to introduce the project before a preferred option was developed by the project team.
- 4.10 The issues raised and project team responses were then circulated ahead of a seminar with Riccarton/Wigram Community Board and the ITE committee on 18 February 2015, and a separate seminar for the Hagley/Ferrymead Community Board on 16 March. The

purpose of the seminars was to gain feedback on the three options and to explain the preferred option, before the report requesting approval to consult was finalised.

- 4.11 Formal Riccarton/Wigram and Hagley/Ferrymead Community Board input to the plan to consult will be via Part A report recommendations to the ITE committee decision. Riccarton/Wigram Community Board will consider this issue on 17 March and the Hagley/Ferrymead Community Board on 18 March.

Communications

- 4.12 Council and Environment Canterbury communications staff are working together on key messages, frequently asked questions, online material and social media posts that align with bus system milestones. The joint agency communication aims are to:
- 4.12.1 Focus public understanding of and support for the benefits of bus priority.
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 - 4.12.3 Engage with key stakeholders from the outset to explain how bus priority fits into the city-wide network changes and the benefits.
 - 4.12.4 Brief key people and agencies, to manage their expectations and ensure they have the chance to express their views.
 - 4.12.5 Prepare public information e.g. messaging, media release, Q & As.
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Riccarton Passenger Waiting Lounge (Northern kerb)

- 4.13 Staff are actively seeking a passenger waiting lounge site on the north side of Riccarton Road and may shortly reach a lease agreement on a suitable property. This site is close to the approved lounge at 123/125 Riccarton Road, and if the lease is agreed before the Committee meeting, staff will conduct a limited stakeholder consultation in conjunction with the proposed bus priority exercise.

5. FINANCIAL IMPLICATIONS

- 5.1 Funding has already been allocated for the Riccarton Road Public Transport project as part of the Crown/Council Funding Agreement and is included the Annual Plan for 2014 – 2015.

6. STAFF RECOMMENDATION

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

- 6.1 Instruct staff to proceed with community and stakeholder consultation on the proposed Riccarton Road bus priority proposals as outlined in paragraphs 4.1, 4.2 and 4.3 which includes Option 2 (Pedestrian Friendly) and Option 3 (Hybrid) for the Riccarton Town Centre segment of this project.
- 6.2 Instruct staff following the conclusion of consultation process that the analysis of the outcomes and responses and any amendments to the concept designs shall be reported to the Riccarton/Wigram Community Board and Hagley/Ferrymead Community Board. The Community Board recommendations will then be passed onto the Infrastructure, Transport and Environment Committee for consideration in its decision making.
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RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION

		Contact	Contact Details
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Officer responsible:	Unit Manager,	N	
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5. FINANCIAL IMPLICATIONS

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6. STAFF RECOMMENDATION

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

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	Riccarton Road Bus Priority - Feedback from the General Comments section of the feedback form	
	Riccarton Road Bus Priority - support comments	
146, 154, 208, 215	Anything is better than now. I would use the bus to get to work if it was quicker. I support the decision 100% Good idea.	
136,166, 169, 197,199, 216	Overall support with additional suggestions (see below) These options are a big improvement on the current situation. Include bus shelters at stops	
192	Strongly supports bus priority along Riccarton Road as part of the overall Passenger Transport network. (See other comments re Clarence Deans and Options A and B). Questions why there is not a full length bus lane on both sides of the road - these should operate from at least 6am to 8am Monday to Wednesday. On Saturday and Sunday, Thursday and Friday from 6am to 10pm. Permanent bus lanes are needed to avoid enforcement issues, and to future-proof the bus system including keeping the road space available for possible light rail.	
190	I support ECan and Council decision to upgrade Riccarton Road and improve public transport. I support the removal of many on-street car parks on Riccarton Road as this will encourage people to use public transport over driving.	
171	Thanks to CCC for tackling this extremely difficult problem. There are some real improvements here. Replacing all on street parking with an off road car park is clearly needed both for road safety and transit time improvements. Perhaps this can be considered when CCC is in a better financial position or by levying a parking assessment on the merchants who require the parking.	
172	I'm generally impressed with the proposal for Riccarton and support it.	
179	The reality is that we need to change the way transport is handled in this city or we're going to be stuck in endless traffic jams. Good on CCC for making this proposal. Some will no doubt see it as extreme, but they would have said that about banning cars from Times Square too. I doubt many New Yorkers would want to reverse that change now that they've experienced the benefits. These proposals will be the same.	
188	I support bus priority lanes on Riccarton Road	
2	Bus Priority should be encouraged to improve bus travel times	
7, 129	Excellent. This is a hard decision now because the situation was allowed to deteriorate as businesses did not want to lose parking. The reality is that businesses will also be better off as more people start to use Riccarton road as a shopping precinct and not just the mall. Congratulations on this initiative. Obviously very thoughtful consideration on the issues. Businesses between Matipo and Clarence a goodly number are service premises and eateries rather than shopping per se.	
8	Realise that business owners on Riccarton Road will not be happy initially this has the potential to smooth out traffic flow. Improvements on Riccarton Road are long overdue.	
10	More people have to forsake cars & use buses & this will encourage people to use buses.	
13	No preference for A or B but very strong support for improved public transport and cycling through the eastern end of Riccarton Road. I am strongly in favour of bus only lanes right through the congested area, and safe cycling areas as well if possible. We need to see buses getting through this area much faster than cars to encourage a move from cars to buses wherever possible. This is because we 1. Urgently need to reduce our fossil carbon footprint 2. Need to deal with road congestion in a cost effective way 3. Urgently kick start a move towards public transport as a viable and first choice option for many.	
14	Excellent. I use the bus in the winter and the times are ridiculously long sometimes.	
16	Supports Bus Priority in Riccarton Road, as a bus user who comes to Riccarton Mall from the east. She says the fumes can be a major problem in congestion and when waiting for the bus.	
19	Do it once, do it right	
45,47	These changes are long overdue. It would be great to see these projects implemented as soon as possible.	
20	Yes bus priority associated with lights turning green when bus approach is the right thing to do -Swiss model. Remove all car parks along Riccarton road and make it a 24/7 bus lane, able to be used by taxis or shuttles.	
21	I firmly support buses having priority; cars should be obliged to give way to buses. Priority should be cascading; Buses, Cyclists, then cars. There should be either no or very limited on street parking for cars. Roads are for transport not for parking.	
23	This work is 20 years overdue and is critical for the recovery, resilience and future growth of the west of Christchurch and the central city. Riccarton Road and its shops are old and tired and this set of proposals will re-invigorate the public realm and bring it into the 21 st century. This public investment will hopefully stimulate some private investment in the quality of the retail offering and offer some real competition	

	for the Mall. I ask the Christchurch City Council to resist the inevitable selfish local interests and inertia of some business owners that will be voiced, and instead be brave to make some decisions here that will deliver a step change for the people and the area and Christchurch more generally.	
29	Sort it so more people use the bus.	
30	Definitely a good idea. People driving cars can cause huge delays for buses. An upgrade will add life to Riccarton.	
32	Good step in direction towards making the city friendlier to other means of transport other than cars.	
44	I am in favour of a general bus priority which means to me that buses should have a general right of way when pulling out of bus stops into traffic (like they have in other countries) - not only on Riccarton Road. I generally brake and stop when a bus driver indicates to pull out.	
48	Riccarton road is too congested, including the Kauri Lodge/Westfield section, and it will be good when the Division Street lounge is operating and traffic is flowing more easily. It is important to reduce congestion so the buses can run on time. We need safer pedestrian crossing facilities We need good access and searing for the elderly and unwell who are waiting for buses.	
51	New network needs high frequency and short travel times for buses. Changes on Riccarton Road should prioritise bus travel over all other modes of traffic. Other routes have priority for cycling and general road traffic.	
57	The maples are a beautiful tree. There is a line of them near where I work and they are stunning at the moment. As a cyclist and pedestrian I am really happy that something is being done to make it easier to move around Riccarton Road (and move safely). As a car driver, I don't mind better traffic flow in that area and I am all for a public transport service that actually works. It's a win win (win win). I think businesses are deluded if they think they will lose business. The better flow and less angst there is, the more people will come! PS Nice clear form for filling out - thanks for making it easy.	
59	Yes buses must have priority at all times. Fluctuating peak times only confuse drivers already coping with heavy traffic. Parking here is a nuisance as is cycling. There are parallel roads N. & S. of Riccarton Rd which could be used instead. Cyclists in bus lanes seems hazardous to me. At all times extra-long vehicles should be kept off Riccarton Road. The bus priority should be extended west to Curletts Road as area between Waimairi and Clyde or Puriri is also too narrow for comfort. With more reliable bus times gained from permanent bus lane more people might use buses more often!	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed. There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
70	In order to encourage use of public transport, busses have to be more reliable. At peak time after work it is faster to walk than take the bus. In my opinion buses should have greater priority than any of the options provide.	
74	The proposed Riccarton Road upgrade will only add an enhanced value to the area and get buses moving faster.	
75	Great to see priority measures being taken to improve travel safety on this stretch of road which is at present both majorly congested (for everyone) and unsafe (esp for cyclists and for bus passengers urgently transiting between eastbound & westbound routes).	
81	Overall anyway to help traffic move more smoothly is a great idea.	
75	Support measures the length of Riccarton Road.	
88,104	We Support the removal of many on-street carparks along Riccarton Road as this will encourage people to use public transport over driving. As long as decent signage is provided, those who need to drive will still be able to utilize off-street parking. I support ECan and the Council's decision to upgrade Riccarton Road and improve public transport, as doing so will help reduce New Zealand's	Signage will be refined at detailed design.

	carbon emissions. All cities need to drastically improve public and active transport, in order to reduce NZ's emissions to zero by 2050. Christchurch has a unique opportunity to set a good example to the rest of the country.	
99.100,101	I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel times (which are currently far too long during peak hours) will decrease.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
89	I am happy that this is being looked into, it has been mentioned for a while and now to see progress is great.	
97	Happy for any changes that will encourage greater use of buses.	
79	Overall the proposals are positive. If the city is to prosper as a modern urban center, modern transportation solutions are required for the commuters. This requires both a shift in policy and planning (which is happening) and a public perception change. Need to be bold to future proof. Need to make sure we are aware of what has been done overseas.	
82	This is a good initiative, but should go further to promote active transport and safe liveable streets.	
80	Overall the proposals are positive. If the city is to prosper as a modern urban center, modern transportation solutions are required for the commuters. This requires both a shift in policy and planning (which is happening) and a public perception change.	
87	These changes are important to Christchurch, Now and in the future. Improvements to the bus system within the city, show the people of Christchurch that CCC care for change, care for the environment and the sustainable options. Alternative types of transport rather than car need to be encouraged. Public buses need to be convenient and cheap. People already understand that biking and public transport is the more environmentally sustainable, however people still drive. Make them want to choose the healthier option, as it is more convenient that being suck in the high congestion. How do you feel when you see a bike zoom past you while you have been stuck in traffic for 30 minutes already? You might be able to justify not biking as your tired from work, however improving the bus system would give people a free path. More room for buses, more people on buses, less cars on the road, less congestion, less pollution from car emissions.	
95	Overall, these plans look to be forward planning, seeking to offer good options for all the community. Safety & convenience, combined with smooth traffic flow and adding good landscaping to enhance the finished project!! Using buses lessens traffic congestion, eases parking areas. I live in Dunsandal, but bus from Rolleston as much as possible, better than driving my car! Meet more people too.	
105	I support efforts to give buses priority on Riccarton Road, to improve provision of safe facilities for cyclists and improve the pedestrian experience on Riccarton Road.	
108	We use the bus a lot. We don't use the bus (or bike) to Riccarton. As above, we don't bike because it is too dangerous. We don't bus because it takes forever. As above, Riccarton has lost our custom because of these issues. These changes are absolutely necessary to provide realistic alternatives to driving cars.	
112	The sooner the better for all bus travellers	
173	Anything that can improve Riccarton Centre to enhance it for community and commercial benefit has to be a good idea. - Riccarton should not be solely concentrated on benefits to the Westfield Mall. Option A does seem to go some way toward achieving this aim. (See negative comments below)	
174	Great to have cycle lanes included, Christchurch is such a perfect city for cycling and this will really help make cycling to the mall a viable and safe option Also really great to have public transport traffic being prioritised, this is a good compromise for a city where the population density couldn't support a light rail system.	
	General Support	
110, 147, 148, 141, 126, 137 139,185	I support/applaud (ECAN and) the Council's decision to upgrade Riccarton Road and improve public transport. This will help reduce New Zealand's carbon emissions. All cities in NZ need to drastically improve public and active transport, in order to reduce our carbon emissions to zero by 2050. Christchurch has a unique opportunity to set a good example to the rest of the country. (See also Clarence -Deans comments)	
126	Cyclists should be encouraged to travel east-west via the Uni-cycle route, but their needs to be better north-south links off this route, particularly allowing cyclists to easily access Riccarton Mall and Tower Junction from the Uni-cycle route. (See also Clarence -Deans comments)	
126	It is imperative that the Council and ECAN show leadership and mettle. This change is about future generations - not grumpy old laggards who want life to never change. Be bold. Vote for change. Don't water it down.	
132	Very pleased to see some action being taken at last on this severely congested route. A really radical idea would be to divert all non-bus vehicular through traffic to other arterial roads but that may be too hard to do.	
138	Good idea. Would improve both safety and access for the trips and purchases I make, as well as the ambiance of the whole area.	

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

169	I support the removal of car parking along Riccarton Rd particularly from the mall to Clarence St. From 5pm the parking behind businesses in Riccarton Road should be more than 120min so people can go to the restaurants	
151	I support the removal of many on-street car parks along Riccarton Rd as this will encourage people to use public transport over driving. And as long as decent signage is provided, those who need to drive will still be able to utilise off-street parking.	
166	It is fantastic that buses are being prioritized. I'm very happy that car parks are being removed from the street. Shop owners should be reassured that repeated studies show pedestrians shop more frequently and at more shops than drivers. When on foot you notice more shops and have more time to decide to go into a shop. Stores around the main bus stop should be persuaded to see the 3000 passengers a day to be 3000 potential customers. If the council are truly dedicated to their fabulous long term plan of increasing alternate and healthier modes of transportation they need to put cars last in priority on roads. They need to priorities buses, pedestrians and cyclists!.	
174	Good to remove all the on-road car parks - there are so many available at the mall already, and if there are also some additional ones made available for the other businesses, it should be a win-win.	
197	Would prefer fewer car parking spaces on Riccarton Road.	
110, 147, 148, 126, 137,139,152,185,187	I support the removal of many on-street car parks along Riccarton Rd as this will encourage people to use public transport over driving. Priority needs to be given to allowing private developers to provide off-street car parking facilities, further removing slow moving traffic from the road.	
171	Removal of all on street parking will provide far better safety both due to the ability to have uninterrupted cycle lanes and by removing a great many traffic impeding movements as cars wait for, enter and leave parks. The 'interested but concerned' group will be more likely to use this route with this improvement.	
175	Heard that cyclists actually spend more money than people who go to shops in cars, and I think it's really important to encourage bus use and cycling. So understands business concern at losing parking spaces on Riccarton Road, but thinks creating infrastructure for efficient public transport should be a 'far, far greater priority'	
201	Bus priority and lanes is essential in Riccarton Rd. The congestion is delaying buses too much. Riccarton Rd will benefit by being more cycle and pedestrian friendly.	
216	Bus lanes essential to maintain bus times & assist buses to stop at bus stops & start without having to pull out into mainstream traffic greatly helping all bus patrons & hopefully increasing patronage with a more reliable service that at present.	
225	Ecan strongly supports the full time bus lanes on the approaches to Clarence Street and Deans Avenue as they will provide good benefits for public transport at all times of the day throughout the week, including weekends. We understand that the remaining westbound bus lanes in this section are proposed to operate at peak times only to minimise the impact on businesses. This will be beneficial at peak times, which is when the bus travel times are slowest, but we note that buses can be very slow and unreliable from 12.00-6.00pm in this area. We ask the Council to review these times after a year of operation to ensure they are as effective as possible. -We encourage the Council to provide markings that will clearly differentiate between peak and full time bus lanes so they are easy for all road users to understand. For example, full time bus lanes could be painted for the entire length, rather than just small sections. Detailed discussions with road users should help identify the best way to convey this to the public. -We support the introduction of traffic signals to replace the Riccarton roundabout as this should improve traffic flow for all users. -We support priority for buses at all traffic signals to allow buses to pass through the intersection ahead of general traffic. -We support all improvements that will enhance safety for pedestrians and cyclists throughout the project. We strongly support this project and encourage Council to proceed to implementation as soon as possible so our customers and the wider community.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed. Full time bus lanes will be marked with a green paint line inside the required white edge line.
230	CCDHB supportive of improvements to bus travel time, safety improvements and access for passengers, and the designation of Riccarton Road as a local cycle route. Supports removal of on street parking to enable traffic to flow more freely - encourage better use of off street parking.	
	Bus lounge support	
37, 38,39	It is excellent bus lounge. Should set up bus station	
	Riccarton Road Bus Priority - suggestions	
	General	
15	...public transport including bus lanes works in big European cities but buses are not a viable option in Christchurch... This has nothing to do with the length of time a bus journey takes. Rather, it is entirely due to the frequency (or lack there-of) of the busses. The new timetables that have just begun involves a bus every 15 minutes during peak times. With this sort of service, it is no wonder that only 3% of people take the bus. To make a bus a viable alternative to private transport, the bus need to be constantly arriving - e.g. one every 7-10 minutes through the	Bus lanes form part of a package of measures to provide priority for public transport. The Christchurch Transport Strategic Plan and An Accessible City support a shift to increased travel by alternative modes than single occupancy car trips. To make public

	day and once each 5 minutes or so during rush hour. Chch needs to get some people involved who know what a truly functioning public transport system is rather than making a token effort.	transport attractive it has to offer a reliable journey time for passengers.
130	Both options are not ideal. Ideal case: Bus lanes, cycleways and easy ped crossing together; very restricted car lanes for slow traffic, certainly no car parking on-street, maybe shared space concept with restricted individual vehicle traffic. Maybe that's still too radical for car-dependent Christchurch... pity we're so much behind compared to many European urban design implementations...	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is insufficient room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
	Cycles	
3	Must have access to the main cycle path through Hagley to CBD	Yes access to Hagley Park pathways is maintained.
75	Suggest single two way shared cycle lane on one side of the whole length of Riccarton Road Riccarton Rd (whole length), separated from vehicle traffic by humps/berms/bollards and entered/exited by openings at the various traffic lights? Would very much recommend this over the proposed solution of having cyclists on the roadway in notional east/west cycle lanes without physical barriers. Better protection for cyclists, less distraction & stress for bus/car drivers having to watch out for cyclists, everyone wins. Could possibly even be opened up to other small wheeled travel as well (mobility scooters, large prams & wheelchairs), reducing congestion on footpaths which are often badly blocked by portable footpath signage along this stretch of road.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
145	I believe it is unsafe to provide facilities to support the local cycle route on Riccarton Road while this road is promoted for bus use. I believe more facilities for cyclists should be provided on local roads that have less bus traffic.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are an existing number of cyclists that use Riccarton Road. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed

		to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
169	The big problem for cyclists is the lack of bike parks. Additional bike parks are mentioned but not on the map. The bike stand on Rimu St has been replaced by a tree. Bike stands are required in Kauri, Rimu and most importantly Division St for the mall. I prefer the removal of carparking rather than putting bike parking on the footpath if it cramps pedestrian space.	Cycle parking locations will be determined during detailed design. Suggestions or locations are noted.
171	<p>The information provided does not include the widths of cycle lanes or of the carriageway. The lanes provided are often interrupted. Lanes at least 2 metres wide are required, especially by on street parking. The 'interested but concerned' riders who Spokes understands are a major target group will need a good buffer from both parked cars and traffic.</p> <p>Spokes finds that option 'A' is more likely to meet the needs of all road users while making the commercial area more attractive to customers arriving by foot, bicycle, bus.</p> <p>Suggested improvements to option A:</p> <ul style="list-style-type: none"> · 2 metre wide cycle lanes · East bound cyclists to be allowed to continue straight at Matipo St intersection when red light showing (ie green cycle light showing) unless pedestrian crossing signal pushed · Advanced stop boxes across all lanes at Matipo St · Bicycle advanced stop boxes across both lanes at intersection w/Matipo · Advanced stop boxes/ hook turn boxes across all lanes at Straven Rd Riccarton Rd intersection · Advance stop boxes at Division St · Cycle lanes on Riccarton Rd to continue right up to Straven Rd intersection <p>Straven to Deans Avenue</p> <ul style="list-style-type: none"> · Green paint on cycle lane crossing Picton Av, Mandeville St, Mona Vale Av, Bartlett St, Darvel St · Advanced stop/Hook turn boxes to facilitate right turns at Riccarton Rd Deans Av intersection 	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. The cycle lanes will be 1.8 metres wide in line with the CCC Cycle Design Guide.</p> <p>Riccarton Road cycle facilities are not aimed at the 'interested but concerned' group. There are an existing number of cyclists that use Riccarton Road.</p> <p>The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. The Major Cycleways are targeted at the 'interested but concerned' group of cyclists. The introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway are in proximity of the Riccarton Road corridor. There will be major cycleway signage introduced on the routes when the cycleways are delivered. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>Suggestions for advanced stop box locations will be considered in the final scheme. No hook turns are proposed at Deans/Riccarton. Cyclists are encouraged to use pathways in Hagley Park for north-south travel parallel to Deans Avenue. There is existing cycle crossing facilities at the Deans Avenue/Kilmarnock Street intersection and at the Deans/Harper/Fendalton intersection. A new cycle crossing is to be installed at Matai Street on Deans Avenue for the Uni-Cycle Major Cycleway.</p>
181	<ul style="list-style-type: none"> . As a commuter cyclist neither option will make Riccarton Rd a safer place to cycle. . As a weekend driver Peak-time solutions are more favoured than permanent banishment of the on-street car park. . Any solution must also address the problem of traffic snarls on a weekend. . The location of the Regional Hub in one of the narrowest parts of the street appears to create a cycle hazard. . If at all possible a simple widening/reconfiguration of the road to provide more space on the carriage way for cars, cyclists and buses would be the best . Is it not possible to just to Trial an AM and PM peak Clearway/no parking / bus lane with minimal expense to see if this is actually the right approach? 	<p>The Uni-Cycle Major Cycle Route that runs parallel to Riccarton Road provides an alternative route for cyclists, and there are also cycle lanes on Kilmarnock Street with a cycle crossing at Deans Avenue to access the shared paths in Hagley Park.</p> <p>There is no budget for road widening along Riccarton Road.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of</p>

		the network post - earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
187	The lack of provision for cycling is a problem. I understand that street width is an issue, but sharing the bus lanes is not a sustainable long term solution. I suggest that instead of widening existing footpaths to plant trees, the space is instead used to provide dedicated protected cycle lanes (or properly marked shared footpaths) without needing to sacrifice bus lanes.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. The cycle lanes will be 1.8 metres wide in line with the CCC Cycle Design Guide. The Uni-Cycle Major Cycle Route that runs parallel to Riccarton Road provides an alternative route for cyclists, and there are also cycle lanes on Kilmarnock Street with a cycle crossing at Deans Avenue to access the shared paths in Hagley Park. The Northern Line cycleway also crosses Riccarton Road providing a further alternative route to Riccarton Road.
212	On-street parking is a hazard to cyclists on Riccarton Rd. Traffic should take priority over parking. I think it would be too confusing to have the bus lanes become parking at off peak times. This would also remove the safety of cycle lanes, if there was parking.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
230	Cyclists travelling East - west should be encouraged to use Matai St. Those cycling to Riccarton should be encouraged to cycle slowly using wide shared paths rather than competing for space with buses on the road	It is not proposed to install shared paths on Riccarton Road, particularly through Central Riccarton where pedestrian numbers are high.
	Heavy vehicles and traffic routes	
16,	Would like to see heavy vehicles re-routed off Riccarton Road.	It is not proposed to remove heavy vehicles at this stage. This restriction would require area-wide signage and further consultation and because of the concentration of commercial activities is impractical.
219	Need to make Riccarton Rd from at least Matipo St to Clarence St no thoroughfare for trucks/heavy vehicles.	It is not proposed to remove heavy vehicles at this stage. This restriction would require area-wide signage and further consultation and because of the concentration of commercial activities is impractical.
26	In the future traffic is likely to only get heavier on Riccarton Road. The council should be thinking more long-term and considering how to reroute east-west traffic onto roads with more capacity, such as Blenheim Road. Currently road users default to Riccarton Road as there are few good alternatives.	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic instead of Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2042.
	Pedestrians and bus users	
17	Please create an 'on-demand' pedestrian crossing with lights (like the one added to Clyde Road), near the bus stops. Really like the passenger lounge for bus users - this is long overdue!!	The pedestrian crossings at Division Street are timed with the overall intersection. It is not possible to call on-demand at this location.
	If budget allows I would support a strong focus on footpath quality because this section has a hodge podge of different surfaces.	An assessment of footpaths can be undertaken at detailed design. The project team will work with maintenance to see if remedial

		action can be undertaken quicker. It is not proposed to implement paving between Deans Avenue and Clarence Street.
166	I think the problem of people crossing dangerously across Riccarton road can be solved in other ways. Other ideas for the jaywalking problem could be more cross walks. Around Kauri Street, Rimu street, and Rotherham street. We should encourage walkers to cross the street to access more shops. To maintain the car's status as number one on Riccarton road you could time the cross walks along the road to all turn at the same time. All cars stop, All people walk from Matipo to Clarence. To ease the car vs cross walk problem at Rimu street we should have the east bound lights west of Rimu and the west bound lights east of Riccarton. This leaves pedestrians to cross around those two streets and be free of the threat of distracted drivers.	Pedestrians and public transport are the priority modes for Central Riccarton in the Christchurch Transport Strategic Plan. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
166	Support for removal of oversized vehicles	
	It is fantastic that over-sized vehicles won't be able to drive on that road. It will keep the road more people sized, instead of truck sized.	It is not proposed to remove all heavy goods vehicles under these proposals. The provision of the island with vertical elements means that over-size vehicles can no longer use this route.
	Bus lanes	
82	Bus lanes should run in both directions and extend beyond busy intersections eg Matipo St.	There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.
192	Would prefer full time bus lanes on both sides to ensure no vehicle blockages during the 6-10 pm high traffic periods.	There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout
	Parking	
26	There is already lots of (mostly privately provided) off-street parking in this area and on-street parking in side streets. Riccarton Road really doesn't need any on-street parking. The space taken up by on-street parking could be put to better use with dedicated full-time bus lanes, segregated cycle lanes or both.	
29	Parking for business employees is & has been difficult for several years since the mall did their big expansion & will probably be more so a hardship to this small business - perhaps the mall employees should park in that car park @ the mall.	
99, 100, 101	Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak times due to parking infringements. If off-peak parking is allowed, the cycle facilities are not sufficient as they are limited to a dangerous strip between parked cars and traffic and they would not be clearly marked. We suggest the off-peak parking is removed. At the very least, the peak time bus lanes should also apply to Saturday and Sunday, when Riccarton Road is also very congested. Cycle parking should be incorporated on the widened footpath.	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed. Cycle parking will be considered at detailed design but it is proposed to install cycle parking.
101, 190	I support the removal of many on-street carparks along Riccarton Rd as this will encourage people to use public transport over driving. As long as decent signage is provided, those who need to drive will still be able to utilise off-street parking. I support Ecan and the Council's decision to upgrade Riccarton Road and improve public transport, as doing so will help reduce New Zealand's carbon emissions. All cities need to drastically improve public and active transport, in order to reduce NZ's emissions to zero by 2050. Christchurch has a unique opportunity to set a good example to the rest of the country (See also Clarence- Deans comments)	
202	I am in favour of the removal of on street parking.	
	Other suggestions	
73	In general I would like to see a similar concept used for the length of Riccarton road, Deans Ave to Church Corner.	There is a longer term plan to deliver bus priority further to the

	Some addition consideration should also be given to reduce the number of right turning options (full length of Riccarton road) and the alignment of roads that cross Riccarton road to reduce congestion, and improve visibility (Clyde to Wharenui, Ilam to Middleton, Waimari to Hansen's Lane). This would make the use of Blenheim road more attractive to residents to the north of Riccarton road as crossing Riccarton road would be less of a trial.	west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.
74	We need more overhead flag type arrangement to advertise Riccarton as is the concrete plaque by railway line that says "{Keep Riccarton Beautiful" of which Riccarton Community Watch Inc paid for the refurbishment (sign writing)	These will be investigated further at detailed design. It is proposed to reduce the number of trees between the Clarence Street and Matipo Street, and replace these trees with columns that allow for promotional banners.
75	Has anyone studied the alternative of eventually making Riccarton Road and Kilmarnock St both one way (one east & one west) thus greatly simplifying traffic, providing much more flexibility around separating out bus/cycle/car traffic down both roads, and allowing for more on-street parking options...	Riccarton Road is to remain a two-way street. A two-way street for buses assists bus passengers as they know where to alight and board buses if in the same section of road.
92	The bus lane on the hospital side of Riccarton Rd should continue to Deans Ave, across and along Riccarton Ave. There is more need of having a dedicated bus lane, at least during peak hours, then there is having 4 lanes of traffic through a city park.	The final design of Riccarton Avenue will be developed through the An Accessible City programme as it is within the 4-Avenues.
79	The introduction of the bus lanes (and heavy advertising of the time saved if travelling by bus) is a good start. If this is coupled with inner city shuttle services the need to drive into the city will be further reduced. (Again, for a New Zealand example see the Queen Street changes in Auckland CBD).	Suggestion is to be referred to ECan who operate the bus services.
98	<p>The transport plan has Riccarton Road as a priority public transport route whereas at the Riccarton/Straven and the Riccarton/Deans intersection there are 3/4 lanes dedicated for vehicles.</p> <p>For Riccarton/Straven, Bus lanes should be extended all the way to signals or at a least cycle lanes should be added, even if this means removing a turning lane.</p> <p>For Deans/Riccarton it is proposed to have 2 straight on lanes on Riccarton Road, this will simply encourage car use along the road at the expensive of buses. One of the straight through lanes should be a dedicated bus lane and have bus priority phase on the signals.</p>	<p>It is proposed to provide a bus lane to the stop line for eastbound buses, and through traffic will be restricted to one through lane. Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows. The two right turn lanes from Riccarton Avenue into Deans Avenue are to provide for the demands from Central City (Riccarton Avenue is a distributor street which feed into and out of the one-way pair in the south of Central City) and to discourage the use of Riccarton Road. Fendalton Road is highlighted as a vehicle route in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is identified as a core Public Transport route.</p> <p>Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can also proceed ahead from the kerbside lane.</p>
105	I support efforts to give buses priority on Riccarton Road, to improve provision of safe facilities for cyclists and improve the pedestrian experience on Riccarton Road.	
132	Very pleased to see some action being taken at last on this severely congested route. A really radical idea would be to divert all non-bus vehicular through traffic to other arterial roads but that may be too hard to do.	
127	Having spent many hours studying the flow of buses on Riccarton Road I have observed that most full-sized buses carry less than eight passengers. Some carry one or two. Some carry none. Consideration should be given to down-scaling the buses to 12-seater vans. They would have far less impact on traffic congestion, consume less fuel, impose far less pollution whilst still satisfying consumer demand. In addition I observe far too many heavy trucks and b-trains carry demolition materials using Riccarton Road. It is frankly ridiculous to see this	The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post - earthquake. Riccarton Road is the busiest bus

	Riccarton and I believe they contribute immensely to congestion as do, as aforesaid, the large buses.	corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.
167	<p>I am not convinced that the measures suggested in this document would make a lot of difference for the large cost that would undoubtedly be involved.</p> <p>The problem in West Christchurch with traffic extends far beyond the Riccarton Road area since so many businesses have relocated here after the earthquakes, and so much traffic is coming in from west of the city.</p> <p>If bus facilities such as a "park and ride" option with parking at Yaldhurst/Hornby and Church Corner areas for example were included then I could see more the need for buses to be given some priority. This would work really well here.</p> <p>At peak times, the problem is just quantity of traffic whatever the method of controlling it - lights, roundabouts etc. Also peoples impatience has not helped when giving way would be useful/sensible.</p>	<p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post-earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p> <p>There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub through Church Corner. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.</p>
177	Please make all of Riccarton Rd a 30kph zone. This is driven by safety concerns.	<p>It is not proposed to reduce the speed limit through Central Riccarton at this stage but the design should contribute to slower speeds to support the pedestrian environment.</p> <p>The setting of speed limits is subject to a separate consultations and approvals process.</p> <p>This could be reviewed in the future.</p>
	Mobility scooters	
184	<p>I use a mobility scooter and would like to see suitable parking for scooters at the passenger lounge so I could park nearby when I take a bus.</p> <p>At present there is no safe parking near the bus stops and it often a considerable walk to get back to my scooter.</p> <p>The lounge is a good plan, it gets people off sitting on the curb and generally blocking the pedestrian flow, however it must be kept clean and free of the chewing gum and other rubbish that mars the bus shelters.</p>	The suggestion of using smaller buses will be passed to ECan who operate the buses.
230	Ensure adequate mobility parking	Suggestion to be considered in the final plan, including at the off-street location.
	Parking	
186	With a reduction in parking on Riccarton Road, wouldn't the council be obliged to pay the businesses fronting the road some form of	No. This is an arterial corridor and the space is required for

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

	<p>customers using the rear car parks to enter and exit now under the confirmed restrictions of no right turns entering and exiting Division Street. It would be far better to change Rotherham Street to left turning entry and exit as it has another exit point out to Dilworth Street. At present right turning entering and exiting Division Street works fine so why change? Please reconsider this issue.</p> <p>There is no turning left lane in either A or B Options from Riccarton Road into Division Street which poses the problem of left turning traffic waiting on pedestrians to cross Division Street and holding up the whole Road behind them as they will not have the room to pull over. Also exiting Division Street traffic will have to give way to pedestrians as they make their way to the bus lounge on the North side by the bus stops as we are to believe the Council has purchased Pauls Camera Shop for this purpose so there will be a lot of pedestrian traffic at this intersection.</p> <p>Riccarton Road one of the narrowest and busiest roads in the city should not be promoted as a cycleway. At places it is proposed to share with the bus this is absurd, would you want your child biking down here amongst this traffic? I wouldn't, you need to take the cycleway away from this road.</p> <p>Last week, at 1.45pm I observed six buses in the matter of minutes arriving into Riccarton with only one bus with any passengers and that was 2 passengers!! Surely at off peak time there could be smaller buses or less, what a waste of rates, money, petrol, road usage etc. Very few passengers got on these buses, about ten for all of them!!</p>	<p>transport. The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post-earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p> <p>Riccarton Road is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route. There are changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>The suggestion of using smaller buses will be passed to ECan who operate the buses.</p>
68	What is being proposed on the north side for bus passengers?	Options for a north side lounge are still being investigated.
179	<p>Living Streets seeks clarification regarding what facilities will be installed on the north side of Riccarton Road for waiting passengers. What will be there regarding shelters, seating, signage etc?</p> <p>We also seek clarification on whether you have consulted with the Blind Foundation to ascertain best practice for the installation of the directional and warning tactile ground surface indicators (tgsi) at the new signalised crossing adjacent to Rimu Street and at other crossing points in the section in question. Members of our group are also concerned that there is little contrast in the glass walled feature of the shelter- this could make it confusing for people to find the entrance if they have vision impairment.</p> <p>Could the plan clarify whether there is to be a signalised crossing at Division Street. Living Streets recommends this to be signalised to ensure vulnerable pedestrians can safely cross this road. It will also prevent vehicles parking over the intersection. Whilst the plans show that pedestrians can wait in the median island, we recommend that all pedestrians road crossings are able to be completed in a single phase, allowing for a reasonable time to cater for the more infirm users, as this is more convenient. We would not expect people in cars to have to wait for two phases in order to make their crossing.</p> <p>Currently there is facility for a right hand turn heading east from Riccarton Road into the Mall adjacent to McDonalds. Living Streets recommends that this movement be removed as part of this project to enhance safety on the foot path crossing this point. Vehicular traffic can enter the Mall from the west at the Matipo Street entrance, keeping Riccarton Road clear of this manoeuvre.</p>	<p>Options for a north side lounge are still being investigated. Tactile pavers will be installed in line with RTS14. CCC will seek further clarification where needed with the Blind Foundation. The designer for the lounge has been working with the Blind Foundation. Yes all crossings at the Division Street/Riccarton Road intersection are signalised.</p> <p>It is not proposed to restrict access to Westfield at this time. A space in the median will allow vehicles to sit clear of the through traffic lane.</p>
	Alternative layout suggestions	

<p>183</p>	<p>As a bus driver I don't support either of those proposed plans entirely, instead I strongly suggest having a two way bus lane in the centre of the road and extending it up to Ilam and Middleton Roads.</p> <p>The advantage of the lanes being in the centre as this essentially eliminates motorists from parking in the lanes in the first place therefore you won't have to rely on enforcement as often as you would. At the end of the day I and all the other drivers would like to be able to move up and down those lanes freely 100% of the time. One way parking in these lanes could apply between 7pm and 7am or at any time in certain sections of the lane where carparks are planed on being removed currently.</p> <p>For an extra small cost initially the advantages far outweigh the disadvantages of having separate bus lanes either side of the road and would significantly reduce the cost/impact on enforcement resources.</p> <p>A) Some parking could still be maintained in segments on one side only allowing buses in both directions to easily get thru by giving priority to buses travelling in the opposite direction to the dedicated parking areas within the lane.</p> <p>B) Vehicles towed would be a very rare thing and towing a vehicle wouldn't impact on bus movements within the lane.</p> <p>C) These lanes would ideally be separated from the main traffic flow by segments of both concrete kerb and plastic/concrete judder bars (to allow emergency services easy access out of the lanes and limiting unauthorized access into the lane)</p> <p>Comparing Riccarton with Merivale there would be two lanes operating at the same time as each other, there is a lot more vehicle movements and 62 bus movements (per hour) needed to take into account (compared to an average of 8-10 Northbound only in Merivale) plus a lot more business's/ATMs than Merivale to contend with. To add to this there would be limited parking nearby to unload offending towed vehicles and tow trucks would be contending with a lot more heavy traffic to rejoin Riccarton Road. Taking all these factors into account the actual number of bus movements that would benefit from these lanes by having a free run would be very limited and rare which is why enforcement wouldn't be at all effective.</p> <p>Deans Ave to Straven/Clarence Roads Two way bus lane running through the centre of the road from Dean's ave up to Straven/Clarence. Provision would be needed to accommodate two entry/exit in the middle of the lanes for access to bus stops located at Z station and Caltex (bus stops would need shifting to these areas). Using a yellow grid on the road and give way signs for thru traffic, this would hopefully ensure vehicles don't block this area and allow for bus movements in and out of those stops as well as giving motorists free access in and out of both service stations.</p> <p>Straven/Clarence Road to Rimu Street This area is too small to cater for bus lane and should be left as is perhaps reducing car parking times and restrict Rotherham Street to a left turn in and out.</p> <p>Rimu Street to Division Street Bus Stops located both sides of road, Division Street should be left turn only in and out. Lights geared up for pedestrian use only East side of Division Street and a give way sign erected for all traffic coming out of Division Street.</p> <p>Division Street to Matipo Street Central two way bus lane through centre of road with give way signs erected for all thru traffic to give way to all vehicles coming out of the bus lane. Yellow grid on road between pedestrian crossing and start of bus lane to allow easy access onto the bus stops. All streets/driveways/car park entrances would be restricted to left turn in/out only.</p>	<p>The extent of this project extends from Matipo Street to Deans Avenue. There is a longer term plan to deliver bus priority further to the west to meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.</p> <p>There is not sufficient road corridor width to allow the buses to travel in the middle of the road and allow for passenger waiting areas.</p>
<p>194</p>	<p>Need to decide whether Riccarton Rd is a main thoroughfare or a pedestrian shopping precinct. Why not have express bus to city destination sole access to Matipo- Clarence section of Riccarton Rd and buses that stop at Riccarton CBD do so at rear of Riccarton Mall.</p>	<p>The Christchurch Transport Strategic Plan identifies Riccarton as a walkable centre and a key public transport route. These are the two model priorities for this section. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
<p>200</p>	<p>The flow of traffic needs to work better. I don't believe lights need to go in at Hagley Park or the buses be the priority of this project I think residents, shop/retail owners, pedestrians, cyclists, buses and cars need to be given equal consideration with a project like this. This area is extremely important to CHCH</p>	<p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport</p>

		<p>Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
220	<p>Passenger lounge site cnr Division Riccarton. I would suggest that the pedestrian traffic lights at this section of road be altered to barn dance method. As with was case in city sections Colombo & Hereford Gloucester/Colombo. Allows more people to make movements quicker& safer. Allows for four crossings at once moving more people more quickly safely.</p>	<p>It is not proposed to introduce a Barnes Dance at the Division Street/Riccarton Road intersection. Barnes Dance crossings operate when there are exclusive pedestrian crossings. This takes time out of the intersection and can increase delays to vehicles. Traffic signal phasing will be reviewed at detailed design.</p>
193	<p>Our Association supports cyclists using Riccarton Road. To assist with this we oppose the use by heavy weight trucks of Riccarton Road between Mandeville and Clyde between the hours of 7am and 7pm</p> <p>Traffic will be freed up greatly if the following are applied immediately:</p> <p>(a) right hand turn signals at the Straven Road /Clarence Street intersection. Failure to install these has lead to considerable bottlenecking on Riccarton Road and proves that the division of council responsible for traffic signalling is completely out of touch with public opinion and with reality.</p> <p>(b) Remove the ugly concrete planter box at the intersection of Picton Ave and Riccarton Road to allow room for the road marking of right hand turn and left hand turn for vehicles. This will free the circulation of traffic.</p> <p>If there was only one lane for cars then there should be no right hand turns on Riccarton Road between Straven Road and Kauri Street. Otherwise there will be delays in the area with cars stretched back to the city and to Church Corner. This will result in motorists taking great risks to themselves and others to reduce delays</p> <p>There is little need to lower the speed limit on Riccarton Road as the quantity of traffic means that the actual speed limit is rarely attained.</p>	<p>It is proposed to install right turn arrows at the Riccarton/Straven intersection.</p> <p>Removal of these concrete planters requires further investigation at detailed design. At this stage the planters and trees in them will not be removed as part of this proposal. It is not proposed to change access at Picton Avenue as part of this proposal. Picton Avenue is a local road.</p> <p>There is insufficient room to retain parking and make the necessary improvements for pedestrians and public transport users.</p> <p>There is currently only one lane in each direction on Riccarton Road. Turning restrictions have been approved at Division Street and Kauri Street. There are no further restrictions propsoed. The use of the median island with gaps will allow turning traffic to sit clear of through traffic.</p> <p>It is not proposed to reduce the speed limit in this section. The design should encourage slower speeds to support the pedestrian environment.</p>
225	<p>It is very important to provide consistent bus lane operating hours across this project. Existing bus priority measures have a range of peak hour operating times for bus lanes including 7-9pm, 3-6pm and 4-6pm. This is very confusing for bus drivers and all road users, makes it difficult to enforce and undermines the effectiveness of the measures.</p>	<p>Continuous bus lanes are proposed in the scheme for journey time reliability as buses then do not have to merge with general traffic. On-site observations and survey data show that queuing occurs on Riccarton Road at times back to the roundabout. A bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Having buses merging into the main traffic lane and then diverting back to the existing bus lane not only adds to journey times, particularly given the queues that form on Riccarton Road, but also raises safety issues for all traffic including cyclists.</p>

<p>232</p>	<p>(b) Clarence Street to Deans Avenue The use of this section of Riccarton Road is similar to the central section of the Road. Our main interest with this section is the removal of the roundabout at Deans Ave and the replacement with traffic signals. In consultation with local members, the main movement of overdimension loads is in the north-south and vice-versa along Deans Ave. The installation of traffic signals at this intersection is likely to make the transport of overdimension loads through here easier and so therefore we support the installation of signals here, as long as: - There is sufficient width to allow wide loads through on at least one side of the signals. It is noted that there are three lanes approaching the intersection from the north and the south, and then two lane proceeding on the other side of the intersection. Ideally we would prefer no signal poles in the centre of the median to allow wide loads to be moved through here and hang over the median. If this is not possible then any traffic poles on the roadside edge should be moved away from the roadside edge to give as much clearance as possible. - The height of any overhead signals on outreach poles should be at least 6m in height and preferably 6.5m to allow high loads to travel without needing to swing the overhead poles out of the way.</p>	<p>Comments noted about signal infrastructure at the intersection of Deans/Riccarton.</p>
<p>230</p>	<p>CDHB Supports some features of A and B (see relevant sections) - Concern that the proposal is trying to accommodate both core bus and cycle routes - Pedestrian and buses should be prioritised - Would prefer separated cycle lanes if possible - in this case the provision of wide, shared, clearly signed pathways with slow cycling and pedestrian priority may off the safest and practical solution Bus Priority measures need to be clear, consistent and permanent - consider making the bus lanes full time, rather than time restricted.</p>	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route. There are changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
<p>121</p>	<p>The Blind Foundation fully supports the installation of bus priority measures through Riccarton Road and infrastructure that will provide safe accessible travel for bus users and all pedestrians. We propose that an additional project objective should be not to create a negative impact on pedestrians using the footpaths through these sections. It is still not clear what facilities will be installed on the North Side of Riccarton Road for waiting passengers (seating, signage, bus poles, etc) and this side of the footpath without using the set back is currently only minimum for this zone. This then reflects you opening statement "We've developed a way to make it easier to get to an around Riccarton whether it is by bus, cycle, or walking." Will there be more opportunity before the plans are finalised for the refit of the premises on the intersection of Division and Riccarton to comment on accessibility features? The current depiction shows a huge glass frontage with poor contrasting manifestations and no obvious entrance. The new position of the signalised crossing adjacent to Rimu Street will need to have directional and warning tactile ground surface indicators (tgsi) installed. The indented crossings and corner crossings along the whole project require tgsi to be installed. Is the crossing of Division Street on the Southern side to be signalised. Conflicting feedback has been received. This should be signalised to ensure those unable to hear or see a gap in traffic can safely determine when to cross this road. It will also prevent vehicles parking over the intersection. Currently there is facility for a right hand turn heading east from Riccarton Road into the Mall adjacent to McDonalds. Will this movement be removed as part of this project. On Picton Avenue what is the treatment where the trees are being removed? Is there a raised detectable kerb?</p>	<p>Passenger waiting facilities for the north side of Riccarton Road are being investigated. Yes will continue to work with Blind Foundation before plans are finalised for the Passenger Lounge. Yes tactile pavers will be installed in line with RTS14 and further clarification sought if needed from the Blind Foundation. Yes all crossings at the Division Street/Riccarton Road intersection are signalised. It is not proposed to restrict access to Westfield at this time. A space in the median will allow vehicle's to sit clear of the through traffic lane. Yes there will be full height kerb where build outs are being</p>

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

	Riccarton Road Bus Priority - negative comments	
34	How about communicating with the residents and business owners before telling us your 'bright' ideas and stop wasting ratepayers money on letters and "Picture Books" of your proposals.	Concepts and ideas are created and shown to the community to get feedback. This feedback is then used to determine the final proposal.
40	Busses are good, but do it later when all the roads are at least fixed. It's unconscionable to spend this money here when so many don't even have a paved road to their house and I will not knowingly vote for a Councillor who supports it.	The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.
72	These proposals will make the roads and navigating them an absolute mess. You need to employ better planners.	The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and

		modelled based on the principles of the Riccarton Road Corridor Study 2014.
93	<p>The proposal needs to be thought out a lot more carefully with less emphasis on buses and more on overall traffic flow, and without penalizing shop owners who pay exorbitant levels of rates to be there. Putting them out of business will do nothing to help the area, but just play into the hands of the mall owners who already control most of the business there.</p> <p>The whole things seems like a big PR whitewash, as suggestions that have been made in the past have been completely ignored and little effort seems to be made in helping the strip shops in the area. A good example of this was receiving the notice of a meeting in the post the day after the meeting was held.</p>	<p>Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
191	<p>Riccarton Road one of the narrowest and busiest roads in the city should not be promoted as a cycleway. At places it is proposed to share with the bus this is absurd, would you want your child biking down here amongst this traffic? I wouldn't, you need to take the cycleway away from this road.</p>	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route.</p> <p>There are changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
203	<p>I always use buses, Division St is not the place we chose. E-Can and and their stupidity, we lost the Metrostar much to all patrons and bus drivers disgust. We did not need another major expensive muck up!! The lounge is not needed. Residents are never listened too so really do not know why I bother writing in!!</p>	<p>The bus lounge at Division Street has been approved by Council.</p>
193	<p>The options presented are impractical and do not address the overall problem of large amounts of traffic now using the west of the city for work, school and through traffic. Riccarton Road is only a part of this equation and the traffic problem, including public transport, will not be solved by giving buses priority and removing parking places.</p> <p>A frequent comment made to us was: What's the point of making a submission? They have already made up their minds. Residents rightly point to the decision made re the Bus Lounge on Riccarton Road which was unanimously opposed by the Riccarton/Wigram Community Board and opposed by both Residents' Associations based in Riccarton</p>	<p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
228	<p>Oppose in general - specifically Clarence- Deans - key issue is proposed removal of on-street parking, especially during some of the busiest parts of the day.</p> <p>Consider customers are more likely to shop if they are travelling by car - unlikely that bus passengers will do this.</p> <p>Questions economic justification for bus lanes</p> <p>If bus lanes go ahead request retention of parking outside 81 Riccarton Road</p>	<p>There is parking at the rear of 81 Riccarton Road and access to services such as the ATM is provided from Picton Avenue. The removal of on-street parking is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. There is parking on Ayr Street for park users and there will</p>

		<p>be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.</p> <p>The parking is required to be removed on the southern side of Riccarton Road as this is on the approach to the intersection and will offer public transport benefits outside of peak times, which many submitters have requested.</p>
	Cycle facilities	
40	Cyclists won't use a far longer alternate route (I'm one) so don't plan for that.	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan and the project team are aware cyclists use this route and will continue to use this route hence the provision of on-road cycle lanes.</p> <p>The Major Cycleway (Uni-Cycle) will run parallel to Riccarton Road and will allow non-confident cyclists who do not want to use Riccarton Road to use this alternative route.</p>
55	I do not want to see bus lanes in Riccarton Road unless they are a part of a comprehensive move to also set up cycle lanes that are removed from vehicle traffic. A fully integrated plan is required.	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p> <p>Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is identified as a core Public Transport route.</p>
181	As a commuter cyclist neither option will make Riccarton Rd a safer place to cycle.	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is</p>

		<p>completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is identified as a core Public Transport route.</p>
218	<p>Shifting of the bus stop will not adversely affect improvements of time of travel for the buses. A bicycle lane from Clarence/Matipo St on the south side of Riccarton Rd is not warranted even thou safety of cyclists is very important. Your data on No's travelling the route is basically flawed. The taking away off car parks on the south side off Riccarton from Clarence/Matipo Street from a cycle lane is not warranted. Your data on cyclist travelling Riccarton Road is incorrect and flawed. No car parks in front off out business will have a very big effect on sales. Many customers still prefer parking on Riccarton Road when possible. Our business will not be the only one affected if car parks are removed for a cycle lane. Make car parking on Riccarton Road thirty minutes only. This will increase flow of customers that shop the retail shops on Riccarton Road.</p>	<p>Riccarton Road is not a core cycle route and is not being promoted as a cycleway. It is a local cycleway and there are existing cyclists using the route.</p> <p>Parking is available at the rear of shops and Council are proposing to time restrict car parks in the off-street car park to the north of Riccarton Road. The removal of on-street parking is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post - earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
222	<p>Pedestrian safety & priority are very important for me & at the moment they seem to be absent from planning on Ric Rd. You don't want to have to wait 5 minutes to cross the road. We want more people out walking & meeting</p>	<p>There are several signal controlled crossings on Riccarton Road between Clarence Street and Matipo Street.</p>
173	<p>As far as improving bus travel to and through the area and thereby achieving the aim of more people using buses and leaving their cars at home, this seems to be extremely naive. Riccarton Road is (unfortunately) an arterial route heavily used by cars and this is unlikely to change. As I own a business on Riccarton Road I observe buses passing by in both directions at all times of the day. The average number of passengers on a bus at peak times appears to be around six people. To even gain 10% to 15% more people on buses at peak times seems to be unlikely. Even if this were achieved it is not going to reduce the numbers of cars using Riccarton Road as an arterial route. In an ideal situation, Riccarton Road in the central business area would be for buses, service vehicles, pedestrians and cyclists, with adequate peripheral parking for cars and all through traffic would use other routes; - but this is never going to be possible We are a society and a city that is entrenched in the convenience of using our cars and this is not going to change. Is prioritising bus travel through Riccarton going to achieve a real cost to benefit ratio at any level?</p>	<p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post- earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p> <p>Blenheim Road and Fendalton Road are highlighted as vehicle</p>

		routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
	Pedestrians	
93	<p>Without a reduction in traffic volumes along Riccarton Road, planting a few trees won't help to improve the pedestrian experience. Crossing the road is difficult today, with pedestrian crossings few and far between.</p> <p>The signalised crossings take forever to stop traffic and then give pedestrians a very short time to cross the road, before another very long wait watching traffic crawl past. It's not surprising that so many people cross between the lights, dodging traffic on the centre line. The zebra crossings are routinely ignored by drivers, and are more dangerous than crossing at other points - at least there you aren't expecting traffic to stop.</p>	<p>Providing good journey time reliability for bus passengers makes the bus network more attractive to people who do not currently use the bus. If more people use the bus, more people can travel along Riccarton Road in fewer vehicles.</p> <p>The signal timing and phasing will be considered further at detailed design.</p>
	Retail owner concerns - Central Riccarton	
94	<p>The proposal needs to be thought out a lot more carefully with less emphasis on buses and more on overall traffic flow, and without penalizing shop owners who pay exorbitant levels of rates to be there. Putting them out of business will do nothing to help the area, but just play into the hands of the mall owners who already control most of the business there.</p> <p>The whole things seems like a big PR whitewash, as suggestions that have been made in the past have been completely ignored and little effort seems to be made in helping the strip shops in the area. A good example of this was receiving the notice of a meeting in the post the day after the meeting was held.</p>	<p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post- earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p> <p>Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road, which is a core Public Transport route. The Christchurch Transport Strategic Plan is a transport plan to 2041.</p>
180	S Centre (Westfield Riccarton) Any loss of street parking will have a detrimental effect on Riccarton Road retailing activities.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.

191	As a concerned property owner losing the car parks on the south side between Division and Rotheram Streets is a big concern for us. North side has public car parking but there is no public car parking on south side to replace these lost parks. There are private car parks at rear of these buildings but they are not for public use.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.
Parking loss Riccarton road		
150	the proposed bus lane will take away few existing car parks and 7-9 am, 3-6 pm no stopping rules will kill the small business around the area. I am against the proposed plan.	The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.
193	Our Association supports the businesses on Riccarton Road in their concern at a loss of parking. The reality is that loss of parking will mean loss of business and make them, in many instances, uneconomic.	The removal of on-street parking is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. There is parking on Ayr Street for park users and there will be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.
Parking Loss for Business 11- 13 Riccarton Road		
52	This is extremely concerning to our business at 11 Riccarton Road. Without parking during five of our busiest hours this will have a severe impact on the business – we are in the final stages of negotiating a lease with the landlord that will involve large capital investment on the building and business from both parties.	The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and

		<p>introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
116	<p>I wish the Council to reconsider and find an alternative plan. I will be directly effected by this proposal (on street parking outside business at 11 Riccarton Road)</p>	<p>The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. Continuous bus lanes provide greater benefits for travel time reliability as buses do not have to merge with general traffic. Under this proposal the bus can join the bus lane to the east of Deans Avenue, and travel without delay, only stopping to pick-up/drop-off all the way to Central Riccarton. On-site observations and show that traffic forms queue back to the roundabout, a bus lane through the intersection starting on Riccarton Avenue will allow buses to bypass this queue. Requiring buses to merge into the general traffic lane for a short section will create delay for the bus and introduce safety issues for all traffic including cyclists.</p> <p>The proposed bus priority project on Riccarton Road (between Matipo Street and Deans Avenue) is an integral part of the city's overall public transport network and essential for the recovery of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014.</p>
127	<p>Businesses at 11 and 13 Riccarton Road rely heavily on the roadside car parks for deliveries by truck between 7am and 9am and customer parking during the hours of 3pm to 6pm. The hours of 3pm to 6pm are particularly crucial for business viability. One (Arjee Bahajee) has very limited access for trucks and no practical customer parking.</p>	<p>The removal of on-street parking during the hours of bus lane operation is required to support the greater strategic need to</p>

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

		of the network post earthquake. Riccarton Road is the busiest bus corridor in the City and this status is endorsed by recent policies and strategies; including the Council's Christchurch Transport Strategic Plan. The Council's Three Year Plan for 2013-16 and the Crown/Council Funding agreement identifies funding for the Riccarton Road bus priority measures as integral to the success of the Central City Public Transport interchange project (opened in May) and ECan's wider Metro network changes introduced in late 2014. The bus priority and associated traffic measures outlined in this report have been designed and modelled based on the principles of the Riccarton Road Corridor Study 2014
	Parking loss Riccarton and Deans	
193	The proposed loss of parking on Riccarton Ave and Deans Ave will adversely affect recreational users of Hagley Park, especially the Deans Rugby Fields. Our Association is opposed to parking on the polo grounds.	<p>Parking on the Polo Grounds is outside the scope of this project.</p> <p>The removal of on-street parking is required to support the greater strategic need to improve bus journey time reliability for current public transport users and to make public transport a more attractive mode of travel and encourage residents to use the bus. There is parking on Ayr Street for park users and there will be a signalised crossing on Deans Avenue (north) for park users to walk between the park and the car parking.</p>
	Concerns about effects on side streets eg Kauri/ Rata/Rimu	
53	I am extremely concerned about the bus lanes either way on Riccarton Road. Encouraging the traffic away from Riccarton Road into Kauri Street and then down Rata Street/Rimu Street is fool hardy to say the least. the traffic from 4.30 onwards is already a problem with cars racing down Rata Street to avoid Riccarton Road	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
142	<p>My wife and I are residents living one block north of the section of Riccarton Road where the bus priority measures are proposed. Concern about Kauri and Rata St rat running as a result of council decision for No right turn from Kauri St, and that it may increase through traffic and impact on residential streets in the neighbourhood.</p> <p>The Council's plan to redesign this section Riccarton Road to make it easier to bus, walk and cycle is also likely to encourage other motor vehicles to avoid this route. Our submission relates to the likely impact this may have on residential streets in the neighbourhood.</p> <p>Recommend closing Kauri Street.</p> <p>"It is not that long ago we lobbied successfully for our streets to be made slower and safer through narrowing and planting. This proposal may undo all that work. We fear it may only be a matter of time before another street re-design is proposed, this time to help Kauri and Rata Streets cope with increased traffic flows. That would be totally unacceptable to the residents in the area.</p>	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in

	<p>These bus priority options are both likely to produce the same negative impact so, short of scrapping both (which we accept is unlikely to happen), we propose closing Kauri Street completely to motor vehicles at the point where it narrows just north of the existing service lane entrance.</p> <p>Closing Kauri Street to traffic would improve cycle and pedestrian safety and access to schools and to Riccarton Bush, particularly for Boys and Girls High students and visitors to the markets at the weekend.</p> <p>Closing Kauri Street to traffic is also totally in keeping with, and would cement, the well-stated objectives of the Riccarton-Kilmarnock Residents' Association to resist medium density development north of Riccarton Road and retain our status as a Living One buffer between Riccarton Bush and the commercial creep of the business area.</p> <p>We realise it would be of some inconvenience to residents in Kauri Street (and Rata Street west), who would then be located in a cul-de-sac and would need to enter and exit via Rimu Street, but we suggest the benefits are far greater in terms of the Riccarton Bush precinct environment and our residential neighbourhood.</p> <p>We also think it is unlikely making Kauri Street a cul-de-sac would produce any significant increase in traffic flows along Rimu Street given the slowing effects of the four-way Stop sign at Rata Street and the fact Riccarton Road east-bound traffic would have little to gain by detouring at that late point.</p> <p>From a traffic management point of view, there is little to choose between the two bus priority options. Both will improve flow and safety for buses, cycles and pedestrians; and both will hinder or make no difference to the flow for other vehicles, depending on the time of day. Traffic flow off Riccarton Road along Kauri and Rata streets could increase and, if that happened to a significant extent, council may have to take further steps to mitigate or cope with it.</p> <p>At the very least we submit Council should re-state its position regarding preserving or reducing current traffic flows around the Kauri, Rata, Rimu and Titoki Street area; then complete detailed traffic modelling to reveal to what extent these bus priority proposals are going to impact on traffic flows around these streets, not just at peak times, but also at weekends.</p> <p>We submit those results should be used to inform a wider traffic management proposal to limit traffic flows on our streets before either bus priority option is finalised.</p>	<p>future if required.</p>
217	<p>With plans like this it is the consequential effect that worry. Kauri/Rata is already an AM/PM racetrack for vehicles escaping Ricc Rd. I can see it getting worse. (Vehicles take the RH bend on the wrong side of road!!). Also I can see Ricc Rd from Rotherham to Kauri being full of fumes as buses belch exhausts under the shop overhangs. I trust someone has actually gone on site and made sure the measurements work (not just sat in an office).</p>	<p>Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.</p>
15	<p>Other - outside scope</p> <p>The main holdup for my route from Addington to Ilam (since the 120 was discontinued) is Clarence St. I have spent 40 minutes in a bus getting from Lincoln rd to Riccarton Rd. Intolerable. Could we please have bus lanes down Clarence Street.</p>	<p>The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2016 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.</p>

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

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

Issues raised at information sessions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	<p>enforcement issues - as shown in other parts of the city such as Colombo St and Papanui Road. Option A through removal of parking will allow better flow providing all intersections have bus pre-emption signalling and that any left turning traffic in front of buses is enable to turn left with out wiating for a general straight ahead signal.</p> <p>However, these options are signifiicant compromises offering only short to medium term solutions that will need to be revisited within five years as Passenger Transport numbers and retail facilities expand. Would prefer full time bus lanes on both sides to ensure no vehicle blockages during the 6-10 pm high traffic periods.</p>	<p>There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.</p>
	Traffic Flow	
29, 36, 114, 115, 125, 129, 184, 197, 168, 197, 209	The traffic will flow better	
	Support Option A layout for buses	
32,63	Option A will be the easiest to understand as having parking available at some part of the day and not others causes confusion and compliance in existing bus lanes in currently practically nil.	
1,8	People use Riccarton Road buses daily & look forward to the improved service.	
63	Like the single bus lane	
70,75, 83, 125, 174, 184, 197, 219	Support removal of Parking	
3, 4,5,101,	Car parks slow down traffic. Loss of relatively little parking will be outweighed by improved safety and useability for bus passengers, cyclists and pedestrians - people won't get hit by doors - definitely get rid of the car parks and bring in the bus and cycle lanes!	
5	Removing on-street parking will make it much nicer to bike along too, as at the moment there is a high risk of cyclists being hit by car doors being opened in front of them.	
15	Removing the on-street parking seems the most important of the changes as it will free up extra space for cars / buses to drive.	
26	The relatively few people who would have found on-street parking in this stretch of road in the past will just have to park slightly further away, disadvantaging them only slightly.	
32	Option A will be the easiest to understand as having parking available at some parts of the day and not others causes confusion and compliance in existing bus lanes is practically nil.	
50, 102	Support removal of on street parking and access to Council owner off street car parks.	
56	Support removal of Over dimension Vehicles (A and B)	
59	Remove all car parking for clarity and better bus flow.	
63	I like there isn't street car parking	
65	Parking removal safer for cyclists	
70	It is a great idea to take out the on-street parking to improve traffic. It is long overdue.	
75	Support removing roadside parking in affected areas in order to reduce risks associated with cars pulling in and out (holds up traffic, close calls with buses, collisions with cyclists etc).	
83	The exclusion of on-street car parking in my opinion is a plus.	
89	Don't necessarily need cycle lanes down Riccarton Road currently but would be great to attract more cyclists and make this a favoured route - eg direct access to Hagley Park and the Central City	
98	Having fewer car parks on Riccarton Road will open up the area and make it much more pedestrian friendly.	
101	Support the removal of many on-street parks on Riccarton Road as this will encourage people to use public transport over driving.	
108	If the only customers visiting Riccarton Road shops are the ones parked on Riccarton Road, then the shops can't have many customers!	
113	This option should be accepted as it takes away the need for monitoring by tow trucks and enforcement personnel.	
123	The use of Riccarton Road east of Matipo Street for private car parking is not justifiable at any time of the day given the overall demands on the street corridor. Removal of all on-street parking will provide far better safety both due to the ability to have uninterrupted cycle lanes and by removing a great many traffic impeding movements as cars wait for, enter and leave parks.	
231	Support very limited parking as this will help create a clean street where buses and bikes are emphasised and people are encouraged to make a mode shift to public and active transport.	

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

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

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

6	Reduction of bus stops seems to run counter to project objective 'improve access for passengers'. If stops are not close to where people want to go they are less likely to become passengers. Suggest moving the present stops at 103 (south side, west bound) and 110 (north side, east bound) Riccarton Road to just on the east side of Clarence Street/Straven Road intersection at about 82 (north side, Theo's fish shop) and 91 (south side, green Korean shop, Windmill centre) where both would benefit from the shelter of shop verandas and bus priority signals for east and west bound buses at Clarence Street/Straven Road. Then perhaps existing stops and shelters at 65 (St James Church) and 62 (Copyland), where there are few passengers in my experience, could be removed if desired, thereby enhancing the appearance of that area.	The stops at 103 and 110 Riccarton Road are to be removed to provide one central bus stop in Riccarton. There are no proposals to change other bus stops at present.
Traffic management		
9	Would like a traffic light at 154 Riccarton Road so cars can see when safe to enter intersection. "All that is needed is for traffic light to mirror what traffic see down Matipo Street". Very hard to guess & unsafe. When turning out of 154 Riccarton Road you can't see traffic lights.	It is not proposed to install a traffic signal for the entry/exit to the Motel.
17	I think it makes much more sense to encourage through traffic to drive via Blenheim Road into the central city, rather than use Riccarton Road.	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
6	Suggest right turns at some or all of Rotheram St, Rimu St or Kauri Sts - if only at peak hours, because right turners slow the traffic and create 'bottle necks'.	It is proposed to restrict right turns at Kauri Street and Division Street. The solid median will self-enforce the banned movements. The median will also allow vehicles to sit clear of through traffic.
30, 130	30k zones before and after bus lanes. Solution to people jumping from behind trees?	It is not proposed to reduce the speed limit through Central Riccarton at present. This could be monitored and reviewed following implementation. The design promotes a slow speed street environment.
65	I'm not sure if the short sections of bus lane will solve the problem of congestion, and ideally I'd like the full bus lane from Option B with no car parking spaces.	Option A removes the majority of car parking spaces to ease traffic flow. This in addition to rationalising the number of bus stops (from 2 stops to 1 central stop) will help buses pass through Riccarton more quickly.
65,108	For both Option A and B I would like to see more of those yellow posts to stop cars from pulling into the bike lane when turning left at intersections (eg. Coming from Clarence and turning left onto Riccarton Rd you could have something similar to the yellow posts at the Strickland/Brougham intersection)	It is not proposed to install flexiposts at this time. This can be monitored and reviewed.
146	Need a bus priority lights on the corner of Straven Road and Riccarton Road to give the buses a head start when they head into town.	Traffic signal operation will be refined during detailed design. Suggestion to be considered in final design.
179	I think in time Riccarton should become a car-free/bus only area or a slow-car area like Fort St. in Auckland. Cars should be withdrawn from this area and diverted around it.	It is not proposed at this time to re-route traffic from the Central Riccarton area. However, this is a pedestrian priority area and the scheme looks to slow traffic whilst improving traffic flow.
Road Layout		
174	Where bus stops are installed, I think the passenger waiting and embankment areas should be "islands", with the cycle lanes going between the island and the footpath.	It is not proposed to provide separated cycleways on Riccarton Road. Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are large numbers of passengers boarding at this location, which would require large waiting areas. There is limited room in the road corridor.
Need bus lanes in both directions		
6988,90 98, 105,152	Need bus lanes as well as parking removal to stop buses getting caught in traffic	It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus

		lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
226 (AA)	We would welcome your thoughts on how the option A changes will impact traffic movements on both Kilmarnock Street and Blenheim Road.	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
90, 91	NO car lanes between Straven and Matipo - would leave more room for shoppers and outside space such as tables. Divert car traffic away from this section of Riccarton Road but make sure they can get to parking at the back of the shops.	It is not proposed at this time to re-route traffic from the Central Riccarton area. However, this is a pedestrian priority area and the scheme looks to slow traffic whilst improving traffic flow.
	Pedestrians	
25	One thing your proposals do not address, which I, as a regular pedestrian and bus user in Riccarton would very much like to see is at least one pedestrian over bridge, perhaps at the site of the Bus interchange, and perhaps utilising the lane way between the AA building and Kathmandu. The centre island is all very well for able bodied pedestrians, but will it be able to cater for those with mobility difficulties, wheel chairs, mobility scooters and walking frames?	A pedestrian overbridge is not being considered as part of this proposal. An over bridge would require lifts/access ramps that can not be accommodated in the road corridor.
50	Strong concern about need for safer pedestrian crossing near Rimu Street - currently unsafe	There is a signal controlled crossing at Rimu Street. There are also signal controlled crossings at Division Street.
	Continuous Bus Lanes	
175	I think bus lanes need to be continuous. I also prefer A to B because some of the sections of bus lane appear to only be operating during peak times in option B. If bus lanes are only operating during peak-times, I think the bus lanes should be continuous, and not just in small sections of the road, as appears to be the plan with option B.	Bus lanes are more beneficial in providing journey time reliability to passengers if continuous. Option A would provide greater benefits during the day outside peak times.
214	24 Hour Bus lanes needed	It is not proposed at this time to extend the operating hours. There are sections of 24 hour bus lanes that will help with bus movements outside of peak times. The hours of bus lane operation will be monitored and reviewed.
	Bi-directional bus lanes	
196	Bus lanes in only one direction is inadequate, especially at peak traffic times. However, keeping the bus line for buses/cyclists only at all times (rather than allowing off-peak car parking) is a great idea.	It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, and if used narrower bus lanes to also incorporate a median, on-road cyclists would have to take the lane in front of a bus which could be intimidating for cyclists. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements.
	Cyclists	
45,105	Additional parking for bikes is essential.	Suggestion to be considered in final design
90, 91, 217	Need cycle lanes in both directions	Suggestion to be considered in final design
159, 160,	It would be great to have dedicated cycle lanes as in option A as it would make it a lot safer for cyclists	It is not proposed to provide separated cycleways on Riccarton Road. Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The

		Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
173	The provision of a cycle lane in each direction would seem to be beneficial, although I have some reservations about safety, (even with the provision of cycle lanes) due to the huge volume of traffic using Riccarton Road as an arterial route.	Option A provides a cycle lane on each side through much of Central Riccarton.
181	There needs to be a consistency in both the east and west direction for cycle lanes. The ability for cyclists to go from Hagley Park north directly to Riccarton Rd heading west would also be an advantage to ensure cyclist compliance and minimise danger.	Option A provides a cycle lane on each side through much of Central Riccarton.
	Bus passenger services	
49	Put sign language at the bus stops. I hope put some easy read bus stop and metro info	Comments to be passed to Design Team for PT lounge.
73	To offer some form of protection to the cyclist is it possible to include a similar barrier as used on Ilam road by the University. The barrier could be less aggressive than the Ilam road version and would serve maintain the 1m gap between cars and cyclist.	It is not proposed to provide a separated cycleway on Riccarton Road. The Uni-Cycle, which runs parallel to Riccarton Road will provide a higher level of safety and service for cyclists.
75	(A and B) Concerned about removal of the secondary Riccarton shopping area bus stops on both sides - without these it is a very long way to drag heavy shopping to a single stop if you are on foot and haven't stolen a shopping trolley from the mall! Understand the difficulty the double-stop poses for traffic flow however.	The two sets of stops in Central Riccarton need to be rationalised to provide one central stop for passengers.
	Option A negative comments	
1, 173, 181	Concern that cyclists not separated fully from cars	On-road marked cycle lanes are to be 1.8 metres wide. Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
2	Bus stops too far from passenger lounge - buses will be missed	The bus stop for westbound buses is located outside of the passenger lounge. The option of a northside bus lounge is still being investigated.
30, 191	Pedestrian crossings! Need them badly.	There are multiple signal controlled crossings in Central Riccarton. A mid-block uncontrolled crossing is being provided through the median to the east of Rotherham Street.
69	I think it fails in its main object to get buses moving through Riccarton if there is no great length of bus lanes. And a token 100m or so westbound is senseless, all you will end up doing is making the street pretty with red maples without addressing the problem you've been tasked with. Buses will still be stuck in traffic, so no incentive for people to make a modal switch.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for

		the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow.
79	While the reduction in parking is a positive step, this option lacks the future proofing capability of option B. Ultimately, if Christchurch is to focus on becoming an urban centre that is conducive to an easy access city centre public transport will take a major load of commuters. As such, the number of buses required on Riccarton road in both directions will likely increase. Addition of a bus lane to option A is very difficult given that there is a large median strip and there is no real room for expansion on Riccarton Road. If this option is adopted it should be coupled with priority traffic lighting for buses.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow. The proposed median will protect the space required for any future changes to Riccarton Road, and not all of the median will be raised following consultation.
167	No right turn out of Division street could affect business adversely.	The traffic restrictions at Division Street have been approved by Council.
193	General opposition to both proposals Central Riccarton Residents association 2. Our Association is opposed to the planting of any trees which would result in shading to footpaths and/or shop fronts on the Riccarton Road strip. 3. Our Association is happy with the existing trees and where they are currently situated – leave them alone	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will also be sections of the median that will be flush to the carriageway level to allow space for emergency vehicles/blockages. Vertical elements are required in the median to assist in keeping speeds low. Deciduous trees along with their seasonal change also provide the benefits of shade in the summer and allow sunlight through the winter
122, 146, 173, 186, 220	Questioning the trees in median strip	
5,	As nice as Greenspace is it would be short sighted to place trees in the middle of a major transport route - need the space for all other road users.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements. Furthermore the majority of on-street parking is proposed to be removed in Option A which will improve traffic flow. Strategic traffic is encouraged to use Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
11	My concern is the height & leaf loss of the trees to be planted on the footpath. Every day at this time of year we sweep outside our shop (one of the very few retailers who do this). Two to three hours later the leaves are back (see photograph). This is not beautifying the street. This goes on for weeks and look a real eyesore. The height of the trees will block out most of our signage. I have just spend last weekend (\$2,500) on new signage on Riccarton Rd. The choice of trees needs to be revisited with the shopowners in mind. This is our main concern.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.

34	The mess maintaining the proposed trees will cause, the rubbish is bad enough now.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.
30	Safety concern - where the trees planted in the middle of the Road, people could jump out. I love the idea of trees in between lanes but I don't feel it is resolving issues related with people crossing.	The trees will be pruned/ limbed up prior to planting for sightlines. Also it is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
54	I do not like the fact that there are trees down the centre of the road which will block the view of pedestrians and cyclists that drivers may not see. Even though the trees are not that big bus drivers are higher up than car drivers.	The trees will be pruned/ limbed up prior to planting for sightlines. Also it is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
59	No to expensive new trees on centre median and leaf fall on bare branch flicker to distract drivers	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. This will reduce a potential flicker. Vertical elements are required in the median to assist in keeping speeds low, again reducing a potential flicker.
66	A central median strip is not necessary for pedestrian safety as there will be five crossing points (2 at Division St) between Matipo street and Straven Road. Quite simply pedestrians should be encouraged to use the crossings. A median strip will encourage jay walking and further slow the traffic.	Riccarton is a Key Activity Centre and identified as a walkable centre in the Christchurch Transport Strategic Plan so there is a need to find a balance between pedestrian priority and public transport movements. There are signal controlled crossings available for pedestrians to use and a new unsignalised crossing is proposed to the east of Rotherham Street.
67	We do not like the idea of a tree-lined median island and especially using hornbeams which are incredibly unattractive in autumn/winter, losing their leaves at different times.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
68, 75	The trees in the centre of the road will make the road too narrow and in autumn the leaves will cause excessive mess and storm drain blockage. Please do not plant any deciduous trees such as maples! Although beautiful they make such a mess and block gutters (both road and roof)	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
74	Trees in centre of road not good for traffic.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as

		Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low.
75	Will trees in centre of road work? Even when conical growth & limbed, it's a very narrow road, am concerned once trees grow to size their branches will still end up scraping against large vehicles as they pass. Would low plantings interspersed with shrubs and paved crossing areas work better, still providing character without impedence? Shelter is provided fairly well already by the overhead balconies (roof overhangs) on both sides of road.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. Lower shrub planting in the median island was consider but ruled out due to higher maintenance requirements than trees.
23	The trees in the median would be an amenity enhancement to the area however this would be at high cost (kerb construction) for no real gain relative to the transport objectives of the project. The trees could also obscure visibility between vehicles and pedestrians crossing the road, especially in hours of darkness.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
93	Trees will obstruct driver views, especially if grown of the median island, and this is likely to become a safety issue for drivers wanting to know where they are along the road or when looking for a shop. Also dead leaves from the trees would create a mess.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
167	The trees in the median strip obscure the views of shops and also traffic (even if clipped as shown). Dangerous for pedestrians using median strip to cross road if vehicles obscured. Danger with fallen leaves.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
203	NO trees. Forget them. Keep costs down. We do not need them on main roadways. NO cycle lanes. The will still use the footpaths, have been almost hit many times.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians. It is not proposed to provide shared paths in Central Riccarton due to pedestrian demands and cycle demands. Shared paths against shop frontages could introduce safety issues between the two user groups.
180	Scentre appreciates any initiatives that seek to improve the street environment however, planting of large, and fast growing deciduous trees in the median will create long term maintenance issues and impact upon sight lines to the retail between the two sides of the street. Dropped leaves in autumn may also cause issues with drainage on shop canopies and elsewhere.	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the

		Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
	Oppose median strip	
19	<ol style="list-style-type: none"> 1. Median strip provides a barrier for emergency services. 2. A large vehicle breaks down or an accident occurs, blockages would occur because the median strip wouldn't allow other vehicles to pass. 3. Encourage pedestrians to cross anywhere rather than from a controlled crossing. 4. A raised median strip provides a tripping hazard, with pedestrians tripping and falling into moving traffic. 5. A tree lined median strip impairs vision, requires high maintenance, the trees proposed are deciduous plus tree branches are hazardous for large vehicle wing mirrors and scratches 	It is proposed to introduce sections of the median that are flush to the carriageway should there be any emergencies. Between the kerb and the median there will be 5 metres which will allow two cars to pass, or a car to pass around a bus. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres to ensure there is good visibility between vehicles and pedestrians.
34,71	What about emergency vehicles? The median strip will be an obstacle	It is proposed to introduce sections of the median that are flush to the carriageway should there be any emergencies. Between the kerb and the median there will be 5 metres which will allow two cars to pass, or a car to pass around a bus
50	Nice trees in centre of the road but may not improve bus flow as well as option B	The median island option with limited on-street parking would provide benefits to traffic flow outside of peak times. There are good journey time savings for the bus in the section between Deans Avenue and Clarence Street under the proposal and the rationalisation of the bus stops from 2 to 1 in Central Riccarton will also assist bus movements.
68	This option is totally unworkable for business's at 140, 142 Riccarton Road and 1 Kauri St as it prohibits turning into these motels when heading west	It is proposed to introduce flush painted median in this section to allow for turning traffic.
93	Trees will obstruct driver views, especially if grown of the median island, and this is likely to become a safety issue for drivers wanting to know where they are along the road or when looking for a shop. Also dead leaves from the trees would create a mess.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres on installation. There will be no groundcover in the median. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999.
117	Absolute no to middle of road enhancements, it creates a major hazard for emergency services vehicles, not to mention additional danger to cyclists, tree root damage to roads, additional upkeep costs and the road is too narrow.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. There will be sections of the median that are flush to the carriageway to provide additional space if required. Cyclists are kerbside and are not affected by the median island.
166	Think the problem of people crossing dangerously across Riccarton road can be solved in ways other than a refuge line of trees. Trees will obstruct driver's views and do not offer much safety for those crossing the street to stand between two lanes of traffic.	It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. All trees will be limbed to 2 metres on installation.
187	Doesn't do enough for bus priority	
23,	Option A will not enhance bus reliability because apart from a few short sections of bus lane, it will not separate buses from lines of traffic in both directions that are common in peak times.	It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as

		there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
64	I do like the better pedestrian crossing option of the median tree strip, but given how important Riccarton Road is as a bus corridor I would prioritise the enhanced bus priority provided by Option B	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. Removing on-street parking in option A provides benefits through the day where as the bus lanes are peak time only. Option B also relies on people not parking in the bus lane during bus lane times.
47, 91,92	Need dedicated bus lanes. Ideally one in the centre but realistically one on each side	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
84,88, 90, 91	Only one bus lane - will cause confusion. Need bus lanes on both sides	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.
102	As there is a Uni-Cycle lane being built this year it is not 100 percent essential to have dedicated cycle lanes at the expense of facilitating public transport.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. The cycle lanes will cater for the current cycle demands on Riccarton Road.
	Oppose Off-peak parking	

187	My primary concern is that there is often congestion in Riccarton even at off-peak hours, allowing carparking in the bus lane during these hours is counter-productive. As well, experience with existing chch bus lanes suggests that this type of lane is frequently blocked by cars that parked legally during off-peak but were not moved in time for peak.	Option A includes three on-street car parks. There is no parking permitted through Central Riccarton away from these three car parks.
	Use of road space	
40	This reduces the amount of available space on the road needlessly.	Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
59, 92	Oppose cycle lanes - buses should take priority	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
132	Only drawback is that the width of the road does not allow an eastbound bus priority lane through Central Riccarton.	Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
167	The road does not look wide enough to take bus and car. So cyclists travel in the Bus Lanes - won't this slow buses down?	The bus lanes are wide to allow cyclists and buses to share the road. The guidance on the width of the bus lanes is provided in national guidance.
	Need to retain parking	
181, 191, 194		
43	As business owner locating at 127 Riccarton Road, we need loading and parking at least 2 on Division St to help us load and business itself	It is not possible to allocate on-street parking to specific uses/businesses. There are short-term parks on Division Street.
74	Greater loss of parking	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.
93	The suggested CCC parking is too far away and most people will not want to walk all the way to the shops down Riccarton Road, so the stores will suffer economically from this move. The 180+ road side car park is what keeps a lot of these shops in business.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
122	Less car parking	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.
167	Loss of parking places on Riccarton Road will affect businesses. These are very important businesses for variety in the area and not everyone enjoys shopping in a mall.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.

180	Any loss of street parking will have a detrimental effect on Riccarton Road retailing activities.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses.
	Need for other priorities	
40	It's better than the other option, but still doesn't need doing when there are so many unsealed roads in eastern suburbs.	The Riccarton Road project is funded separately to the Infrastructure rebuild works in the City.
	Detrimental effect from buses on car users	
	The suggested CCC parking is too far away and most people will not want to walk all the way to the shops down Riccarton Rd, so the stores will suffer economically from this move. The 180+ road side car parks is what keeps a lot of these shops in business.	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
200	The priority/project should not be about the buses but about making Riccarton Rd & mall & shopping more functional for all users and appealing as the area is used by 1000's of people every day.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic), and also environmental improvements).
	Detrimental effect on wider traffic network?	
202	What will happen about resulting constraints further along Riccarton Road to the west?	There is a longer term plan to deliver bus priority further to the west from Central Riccarton, through Church Corner and meet with the bus lanes on Main South Road from Sockburn roundabout to Hornby Hub. The Council's draft Long Term Plan 2015 -2025 proposes capital expenditure for the Orbiter route between 2015 and 2018. In addition the Council has recently completed and Public Transport Infrastructure Programme Business Case for NZTA which includes the Orbiter route (with Clarence Street) and Riccarton Road between Matipo Street and Sockburn roundabout.
195	We at Kauri Motel strongly oppose the option A. The road is busy enough now with making it any narrower with trees that the council don't believe in pruning. Not only that we have a huge problem with the leaves off the trees on the corner of Riccarton Road and kauri Street now without adding more trees to the road. When we get a decent rain we have to go out and clear the gutters as the water builds up and spreads across the foot path and out onto the road, the pedestrians walk through our property is get around it. Also by having a median strip down the road will cause more issues for business like ours guests will not be able to turn right out of our drive or turn right off Riccarton Road which will cause huge issues for tourists trying to find their motel and will affect our walk in trade IN our opinion the median strip with the trees will cause more problems and wont enhanced the street at all and the traffic wont flow any better Some of the elderly people who cross Riccarton Road at the Kauri intersection would struggle with a raised median strip with their zimmer frames.	It is proposed to review the section of solid median in front of the Kauri Motel. Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy. If seasonal leaf drop is seen to be an issue please contact the Christchurch City Council call centre 941 8999. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. Vertical elements are required in the median to assist in keeping speeds low. All trees will be limbed to 2 metres on installation. There will be no groundcover in the median.

	Option B	
	Option B support comments	
145, 149, 156, 157, 158, 159, 160, 161, 162, 163, 164, 166, 170, 180, 183, 185, 188, 194, 195, 201, 203, 204, 205, 206, 207, 208, 210, 211, 212, 213, 218, 220, 221	Full support	
2, 12, 54,8, 69,84, 61,62	This option is well balanced. This option is far better than A, and should enable a better flow of traffic at peak times. Will allow the buses more freedom. We believe this option will maximise exposure and reduce traffic congestion.	

3	Rush hour only bus lanes are not a good solution as this section of Riccarton Road is always busy.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
98	Support Option B but with all on street parking removed, bus lanes on both sides and a small median strip for pedestrians.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Option A tries to make the best use of the space available in the road corridor when trying to balance the needs of priority modes in Central Riccarton (pedestrians, buses, cyclists then general traffic).
103,105, 137, 134, 139, 141, 147, 148, 151, 174, 185, 190, 196	<p>Option B is a better option (but suggest ways to improve it) because it provides bus lanes on both sides, but either option would be a big improvement, so encourage you to choose your preference and simply make it clear that you are supportive of the changes taking place.</p> <p>I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel times (which are currently far too long during peak hours) will decrease.</p> <p>Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak times due to parking infringements. If off-peak parking is allowed, the cycle facilities are not sufficient as they are limited to a dangerous strip between parked cars and traffic and they would not be clearly marked. We suggest the off-peak parking is removed. At the very least, the peak time bus lanes should also apply to Saturday and Sunday, when Riccarton Road is also very congested.</p> <p>Cycle parking should be incorporated on the widened footpath.</p>	<p>Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton. Cycle parking will be considered in detailed design.</p>
99	I support Option B as the best plan to get Riccarton moving. My major concern is that allowing cars to park in the bus lanes outside of peak traffic times could cause confusion. Even if well-signposted, just one person forgetting to move their car before rush hour will result in delays while buses merge into the regular traffic flow to avoid it. I believe that preventing cars from parking on the street will result in a much more open, pedestrian-friendly area, inviting shoppers to spend more time on Riccarton Road instead of perhaps staying within the confines of the mall.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton

	<p>A median strip even if smaller would help enhance the pedestrian access of the shops across the road from the mall.</p>	<p>Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.</p>
<p>5, 23, 88, 99,100,101,103,111</p>	<p>I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel times (which are currently far too long during peak hours) will decrease. Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak times due to parking infringements. If off-peak parking is allowed, the cycle facilities are not sufficient as they are limited to a dangerous strip between parked cars and traffic and they would not be clearly marked. We suggest the off-peak parking is removed. At the very least, the peak time bus lanes should also apply to Saturday and Sunday, when Riccarton Road is also very congested. Cycle parking should be incorporated on the widened footpath.</p>	<p>Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton. If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.</p>
<p>102</p>	<p>I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will mean that travel time (which are currently far too long during peak hours) will decrease.</p>	<p>Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton.</p>
<p>112</p>	<p>HIS IS A GOOD LOOK AT THE PROBLEMS ALONG RICCARTON ROAD FOR YEARS I HAVE BEEN SAYING WE SHOULD HAVE A BUS LANES ON BOTH SIDES OFF RICCARTON RD THE TIMES ARE OKAY AND DO NOT TAKE</p>	

	ANY OFF SHOPPERS SAYING THE SHOPS WILL LOSE BUSINESS CUSTOMERS SHOPS DO NOT OPEN TILL 9AM AND IN PEAK HOURS WE NEED TO GET FAST BUSES TO OUR DESTINATION THE 2ND LARGEST CITY IN NZ AND WE HAVE NOT GOT BUS LANES TO TRAVELL IN	
27	On road cycle lanes are not as important as reliable bus times, as there are good cycling options along north side of Riccarton Bush.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.
47	Dedicated bus lanes will increase reliability of public transport services & therefore lower the barriers with the hope that this will lead to greater uptake of these services.	
66	I have a preference for option B between Clarence Street and Matipo streets as it provides more carriageways and allows vehicles to manoeuvre around other vehicles if they have broken down or stopped for unforeseen circumstances.	
88	The south side footpath widening and trees will also enhance pedestrian amenity and make the shops through this section more attractive. The trees will provide shelter in the summer from the sun.	
122	Better visuals, Better car parking, Traffic flow better	
126	B should be the preferred option, recognising Riccarton Road as an important corridor connecting the west of the city with the central city. This is a busy public transport corridor and bus lanes in both directions will mean that travel times (which are currently far too long during peak hours) will decrease.	
128	I support the inclusion of bus lanes. Travel by bus is increasingly popular in light of climate change, and the increasing cost of running a motor vehicle.	
131	As there is no East bound cycle lane remove the West bound cycle lane and retain street car parks. Divert all cycles to Riccarton cycleway for safety. Upgrade Division St and have angle parking both sides with 15 and 30 minute time limit. Council arranges regular leaf cleaning on street and verandas during Autumn	Cyclists travelling eastbound can use the bus lane and outside of peak times there is space between parking and the edge line of the bus lane. The on-road cycle lane for westbound cyclists provides space in the carriageway for cycling. If the cycle lane was not marked, there would still need to be room for cycling. There is insufficient room for parking on the south side in this option.
134	I support bus lanes in both directions. This is a busy public transport corridor and bus lanes in both directions will decrease travel times in both directions.	
136	THAT The Christchurch City Council adopt OPTION "B" as outlined in the consultation document AND the Proposal - Clarence Street to Deans Avenue along WITH THE PROPOSED AMENDMENTS PROVIDED BY THE DISABLED PERSONS ASSEMBLY- CHRISTCHURCH AND DISTRICTS, TRANSPORT SUB-COMMITTEE	
157	Looks like a better plan and allows traffic flow.	
158	Get rid of carparks and better signage	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton

		Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
164	I am emailing to let you know of my INDIVIDUAL (NOT organizational) preference for the Central Riccarton Option. My preference is OPTION B, as there is much easier traffic flow that I believe will allow achievement of the purposes of the bus route changes.	
165	BUS LANES ARE GREAT; PLEASE EXTEND ALL THE WAY TO THE LIGHTS INSTEAD OF THE BUSES HAVING TO MERGE.	Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can also proceed ahead from the kerbside lane.
166	Bus lanes should be on both sides of the road not just one. Cycle lanes should be moved to Matai Street.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced. There is insufficient room to provide a two-way bus lane in the centre of the road, waiting areas in the roadway and two general traffic lanes. It is not proposed to provide a bus lane in each direction through Central Riccarton as well as two traffic lanes. A four-lane undivided road in a pedestrian priority area does not support the objectives of creating a people friendly space and a walkable centre with a slow speed environment. It would increase pedestrian crossing distances and increase traffic speeds through this section. Cyclists would also need to use the bus lanes, as there is no room for a separate cycle lane. If used a narrower bus lanes to also incorporate a median (for amenity and speed measures), on-road cyclists would have to take the lane in front of a bus which would be intimidating for cyclists over that length of Central Riccarton. Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are a large number of existing cyclists that use Riccarton Road and will continue to use Riccarton Road so there needs to be space or provisions for cycling.
169	This is the best of the options but still has a number of problems.	
170	Priority bus lanes are awesome! Riccarton Road gets so blocked up. It would really help to encourage public transport.	
230, 231	We support the council in upgrading Riccarton Road to improve public transport. In order to enable New Zealand to be carbon zero by 2050 all cities must improve their public and active transport infrastructure. We applaud ECan and the Council for prioritising public transport and producing two excellent options for Riccarton Road upgrades. Option B We prefer option B as it is the best option for improved public transport. We support the bus lanes in both directions and improved cycle infrastructure. We have some suggestions for improvements to this option: Allowing parking on the bus lanes in off-peak times will create confusion, and buses may be delayed at peak	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.

	<p>times due to parking infringements. If off-peak parking is allowed, the cycle facilities will not be sufficient as they will be limited to a dangerous strip between parked cars and traffic and not clearly marked. We suggest the off-peak parking is removed. At the very least, the peak time bus lanes should also apply to Saturday and Sunday when Riccarton is also very congested.</p> <p>Some cycle parking should be incorporated on the widened footpath, between the new trees.</p> <p>The transport plan has Riccarton Road as a priority public transport route whereas at the Riccarton/Straven and the Riccarton/Deans intersection there are 3/4 lanes dedicated for vehicles.</p> <p>For Riccarton/Straven, Bus lanes should be extended all the way to signals or at a least cycle lanes should be added, even if this means removing a turning lane.</p> <p>[1] Wolf, K. L. (2005). Business district streetscapes, trees, and consumer response. Journal of Forestry, 103(8), 396-400</p>	<p>The two objectives need to be balanced.</p> <p>Cycle parking will be reviewed at detailed design.</p> <p>Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows.</p> <p>Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.</p>
<p>180</p>	<p>Scentre's shopping centre in Riccarton is Christchurch's oldest and largest shopping centre, and is also the third largest shopping centre, by retail space, in New Zealand. It offers nearly 200 stores, including specialty retail, entertainment, food and hospitality, commercial services, community/education services, health facilities, and a vibrant "mainstreet" environment along Rotherham Street. Scentre's shopping centre also provides integrated and predominantly weather-protected car parking facilities, on-site cycle parking facilities, along with taxi stands and public transport stops on immediately adjacent roads.</p> <p>Scentre's shopping centre in Riccarton is a focal point for the local community and Christchurch as a whole. Shopping centres form an important part of the commercial infrastructure of modern society, and are vitally important to the success and vitality of wider town centres. Scentre's shopping centres are carefully designed and planned and Scentre constantly reinvests in its facilities to upgrade and maintain them to a very high standard.</p> <p>SCOPE OF SUBMISSION</p> <p>This submission responds to the content of the document entitled Riccarton Road Bus Priority Measures and Central Riccarton Street Enhancements focussing on the options provided for Clarence Street to Matipo Street.</p> <p>NATURE OF SUBMISSION</p> <p>Scentre New Zealand Limited ("Scentre") as owner and operator of the Westfield Riccarton Shopping Centre ("the Shopping Centre") generally supports new roading initiatives that support all modes of transport, including the use of private motor vehicles. Council needs to be cognisant of the effects that proposed changes may have on existing permitted activities and the built form of the area. Riccarton is a major shopping precinct, not only the Shopping Centre but also the strip shops that front Riccarton Road. It is Scentres view that currently the vast majority of visits to the Riccarton area as a retail destination arrive by private car. Proposals that affect access to the area by private car or loading by commercial vehicles may have a detrimental effect on the business' that currently trade in the area.</p> <p>Two options have been submitted for comment.</p> <p>OPTION B CENTRAL RICCARTON</p> <p>Option B is preferable to Option A with more street parking retained and no median planting. Scentre does have some specific concerns. These are highlighted below:</p> <ol style="list-style-type: none"> 1. Loss of street Parking. Any loss of street parking will have a detrimental effect on Riccarton Road retailing activities. 2. Street planting on the pavement may impact retailer sight lines. 3. We are concerned with the proposed changes to Division Street access. 	<p>If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.</p> <p>The two objectives need to be balanced.</p> <p>Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road. It is proposed to reduce the number of trees in the median, and replace these trees with columns that allow for promotional banners. All trees will be limbed to 2 metres on installation. The Division Street turning restrictions have already been approved by Council.</p>

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

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

		of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
	CCC needs to update where carparking is available in the service lane between Kauri St and Straven Rd as a lot of parks are for Businesses with there brand markings on asphalt as I believe that CCC has only about 50 parks that are not clearly marked for general public	Council are providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
88, 101	Include cycle parking on the widened footpath	Suggestion to be considered in final design
92	Start bus lane at 2.30pm to ensure it is clear by 3pm	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
119	Support for Option B with these qualifications: <ul style="list-style-type: none"> • The trees are to the side of the road and are not an obstacle for ambulance mobility, • The bus lanes during peak hour traffic could be used to allow access for ambulances to travel along if required • Less centre line obstructions. 	The trees on the southern side will be behind the kerb so should not obstruct access by emergency vehicles. It is understood that emergency vehicles can use bus lanes in an emergency.
134	Please do not allow parking on the bus lanes in off-peak times. This just creates confusion, and there is a risk that buses could be delayed by parking infringements	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
136	The amendments proposed...are: <p>c) The Bus Lane running east between Rimu Street and Straven Road be continuous and that the Straight through lane become a combined Straight Through and left turning lane.</p> <p>d) Bus Lanes should also be installed at the intersections of, Straven Road (Eastbound & Westbound), Riccarton Road, (Westbound), Clarence Street (Eastbound & Westbound) so that all sides of this intersection can operate with a bus lane as this intersection is a major operational point where not only the through route buses use but also the Orbiter system buses and non-exchange buses use.</p>	Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can proceed ahead from the kerbside lane. There is insufficient room for marked on-road cycle lanes. This will be considered in the final design for the Central Riccarton section.
183	With so much traffic on Riccarton Road, bus lanes are a priority. I don't like that there is a cycle way on only one side of the road, but if this was widened slightly so it could be a two-way cycleway on the south side this would fix this issue.	Eastbound cyclists will need to use the bus lane. It is not proposed to provide a two-way cycleway on the south

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

		<p>Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
	Continuous Bus Lanes	
213	Bus lanes through intersections	<p>Kerbside lanes that allow buses to proceed ahead are not extended to the stop line as motorists can legally enter a bus lane to make a left turn, but can only do so 50 metres before the intersection. The introduction of broken white lines in the bus lane highlights to a driver where they may cross into the bus lane in order to execute a turning manoeuvre. There is insufficient room to provide separate dedicated bus lanes all the way to the limit lines. Cyclists can also proceed ahead from the kerbside lane.</p>
	Traffic Management	
220	Traffic management removing permission for over dimension vehicles.	
	Option B negative comments	
	General	
29, 3756,57, 94	Not as inviting as Option A. Option B is not excellent This looks ugly. Ugly... If we are going to intensify dwelling density near the city then we need to be making the public spaces beautiful. Option B is a bad compromise.	
169	There is no consistency down the street. Bus lanes come and go, and are not available on both sides of the street. Why are three lanes of traffic needed at Clarence Street? I am strongly against the removal of the pedestrian lights east of Rimu St as this is the safest way across the street	<p>Separate turning lanes at intersections, particularly for right turning vehicles are required for safety not just for capacity. This allows for right turning arrows.</p> <p>It is not proposed to remove the lights at Rimu Street. They are being relocated to the east slightly to improve access at Rimu Street.</p>
	Road and vehicles still get priority	
94, 106, 118	Sole winners of this option appears to be motorised ones and the mall the only destination. Not so appealing to pedestrians.	
108	This really is only a part-solution. Blockages on Riccarton Road occur any time, not just rush hour.	
	Need more bus priority measures	
3, 59, 149, 159	Peak hour lanes is not enough - need full time reduction of side friction as in Option A	<p>If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also</p>

		identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
15	Dedicated bus lanes are not, in my opinion, a good idea (anywhere in Chch)	Bus lanes form part of a package of measures to provide priority for public transport. The Christchurch Transport Strategic Plan and An Accessible City support a shift to increased travel by alternative modes than single occupancy car trips. To make public transport attractive it has to offer a reliable journey time for passengers.
17, 97	This option is too much of a compromise.	
38,39	Looks like it didn't change anything	
45	Whilst this option will bring an improvement to traffic flow it will not be as suitable for those riding bikes who may feel threatened by sharing a lane with buses on the north side of Riccarton Road. As option A will be better for the pedestrian experience this option is a compromise, to favour those who wish to drive and park directly park outside their destination. There is just not the room on Riccarton Road for this luxury anymore if we are to have reasonable transit times, especially for the bus system. This option does not have the 'look' of a sophisticated urban retail area as Riccarton Road should have.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
88	Off peak parking is more dangerous for cyclists - don't include	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
89	Don't need off peak parking except maybe taxis. Enforcement issues	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.
	Off-Peak Parking	
174	I don't think that allowing off-peak parking on the cycle lane is worthwhile, with the confusion it would cause and potential delays to buses. Saturdays/Sundays should not be considered off-peak, that's when that is the most traffic to the mall.	If Option B is to be pursued, the operational hours of the bus lanes and the provision of on-street parking on the north side of Riccarton Road will need to be reviewed following a large number of submissions relating to this. If there are to be two eastbound lanes (one for buses/cyclists and one for general traffic), speed management measures would also need to be considered to support a slow speed environment for pedestrians. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. The two objectives need to be balanced.

Pedestrians		
14,75 94	Not so good for pedestrians. Unsafe for pedestrians crossing Riccarton Road and cyclists especially on north side of road, does not appear to offer any significant improvement on current situation.	
95	Don't need extra footpath space.	
59	Pedestrians cyclists Skateboarders are not a good mix	It is not proposed to mix pedestrians and cyclists. Cyclists will need to use the roadway.
Trees oppose		
59	No to more tree planting on south side - trees too many and too tall on south side - cut light from shops offices/accommodation	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation.
167	The trees proposed would completely block out businesses on South side of road	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation.
203	NO trees, roots cause trouble. Don't you learn!!	Trees provide many benefits for an improved street environment. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy It is proposed to reduce the number of trees on the south side of the proposal. Potential to root damage will be considered with the tree pit design and proximity existing to existing underground services.
221	Get rid of all trees & planter boxes etc. No narrowing of the carriageway whatsoever. Maximum room for vehicles. Remove all garden obstacles! We don't need more trees & gardens! That's what the Botanic Gardens are for. We need wide unobstructed streets for vehicles.	Trees provide many benefits for an improved street environment. They also provide vertical element to assist in keeping speeds low. This is constant with numerous Council strategies such as Christchurch Transport Strategy and Climate Smart Strategy It is proposed to reduce the number of trees on the south side. Trees will be limbed to 2 metres on implementation. Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area. Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
Trees support		
63	Not enough trees	It is not proposed to introduce any more trees.
Cyclists		
4, 149, 181	Not as safe for cyclists having to travel between parked cars and in the flow of traffic.	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. Riccarton Road cycle facilities are to cater for the current demands of the more confident cyclists. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway.
44, 108, 173	A bicycle lane only on one side of the road is a poor unacceptable solution!	Eastbound cyclists can use the bus lane. Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit

		for local cycleways. Riccarton Road cycle facilities are to cater for the current demands of the more confident cyclists.
63	Two bus lanes would intimidate me from riding on it.	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
95	Consider cycle lane at rear of businesses but too convoluted A- B?	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered.</p> <p>It is not proposed to divert cyclists through the car parks to the north or south of Riccarton Road.</p>
167	Is it not dangerous to have cycle lanes coming and going? Won't it slow buses down to mix buses and cyclists together?	<p>Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways.</p> <p>There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered. The Christchurch Transport Strategic Plan outlines the overall cycle network. The Major Cycleways delivery programme is proposed to be the highest cycle network priority and is proposed to be undertaken over an eight year period. Phase two of the cycleway network development will be increasing connectivity throughout the network. Funding and timing of this is currently proposed for immediately after the Major Cycleways delivery programme is completed. Major Cycleways will largely consist of lanes and paths segregated from other traffic.</p>
	Road and footpath layout	
25	Widening the pedestrian footpath in unnecessary and unhelpful.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.
69	Not so sure about the footpath extension at B5. This section has no bus lane, so lost time will be experienced by buses stuck in traffic, which I am assuming may get worse.	Riccarton Road is a key public transport route, but central Riccarton is also identified as a walkable centre and a pedestrian priority area.

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

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

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

	Parking - Road corridors are for the movement of people and freight - consider removing more parking spaces Option B - make use of off street parking, including mobility.	
	Alternative bus stop solutions	
34	Build a decent bus stop like Northland, for now there are far more important issues to be dealt with.	A bus passenger lounge is due to be open mid 2015 on the south side. A passenger lounge for the north side is being investigated.
	Central Riccarton Suggestions A or B	
36	Allow for the independent movement of buses ie they can leave when loaded without being impeded by other loading buses	There is nothing to stop buses exiting behind buses that are still loading.
	Cycles A or B	
79	Request cycle storage	Suggestion to be considered in final design
82	Should include separated cycleways in both directions	Riccarton Road is identified as a local cycleway in the Christchurch Transport Strategic Plan. Wide on-road cycle lanes form part of the toolkit for local cycleways. There are further changes proposed for cyclists in the area with the introduction of the Uni-Cycle Major Cycleway and the Northern Line Cycleway. There will be major cycleway signage introduced on the routes when the cycleways are delivered.
	Central Riccarton concerns A or B	
34	I can see no advantage for changing what already exists apart from the buses having full priority of Riccarton Road and for everybody else to work around them!! Riccarton Road will be more congested than the current location if bus companies operated properly there would be no waiting, no congestion i.e. like the Airport: arrival/departures.	The objective of the project is to improve journey time reliability for buses on Riccarton Road. Riccarton Road is the designated core PT route. General traffic should use Blenheim Road and Fendalton Road which are designated vehicle routes in the Christchurch Transport Strategic Plan.
72	Neither option A or B will work. Your continued focus on Riccarton Road is flawed, the changes will only slow traffic, and impacts on accessibility to businesses. More imagination is needed, such as using and improving alternate roads running parallel with Riccarton Road, this would also improve accessibility to rear parking. You need to get this right, tinkering as in these proposals will fail. More focus needs to be given to vehicle movement, not trying to force an unwilling populace to use ratepayer subsidised transport.	Blenheim Road and Fendalton Road are highlighted as vehicle routes in the Christchurch Transport Strategic Plan and should carry strategic traffic over Riccarton Road. The Christchurch Transport Strategic Plan is a transport plan to 2041.
34	To fit everything you propose, you must be planning to widen Riccarton Road	No it is not proposed to widen Riccarton Road.
	Traffic concerns - Kauri and Rimu Streets	
34, 106	Kauri Street, Rata & Rimu will be more dangerous because of more traffic using as a by-pass and avoiding Riccarton Road.	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
41	Please give some thought to closing off Kauri St completely at the Riccarton Road Intersection, OR judder bars near the Kauri/Rata intersection to slow traffic coming off Riccarton Road.	Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute

		on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
53	Am extremely concerned about the bus lanes either way on Riccarton Road. Encouraging the traffic away from Riccarton Road into Kauri Street and then down Rata Street/Rimu Street is fool hardy to say the least. The traffic from 4.30 onwards is already a problem with cars racing down Rata Street to avoid Riccarton Road.	It is not proposed to encourage traffic to use local residential streets. Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
76	Please refer to my comments relating to options A and B above. It is my view that the residential portion of Kauri Street at the point where it meets the service lane should be one way into Riccarton Road in order to prevent the street being used as a through route. If the council continue to inadequately enforce the parking restrictions in Kauri and surrounding streets both of these proposals will negatively impact local residents beyond the immediate impact of increasing pass through traffic.	It is not proposed to encourage traffic to use local residential streets. Easing traffic flow through Central Riccarton should reduce delays, which in turn reduces the need for vehicles to 'rat-run' through local traffic streets. The left turn from Riccarton Road into Straven Road is indicated to be 80 vehicles per hour (VPH) during the morning peak, 100VPH during the interpeak and 120VPH during the evening peak in 2021. If half this traffic were to 'rat run', then it will result in less than one extra car per minute on average using the local roads, There are likely to be traffic route changes in this area as there are now no right turn movements into Kauri Street. Traffic flows on the local roads can be monitored post-implementation. There is some traffic calming on all these local roads, which could be added to in future if required.
	Business and local concerns about parking	
76	It is nonsense to suggest that the council owned car parks at the rear of the shops between Kauri and Straven will compensate for the loss of parks on Riccarton Road as these parks are already fully utilized. Furthermore, the council's enforcement of the parking limits in Kauri and the surrounding Streets is inadequate, with parkers ignoring existing parking limits and parking in these streets all day. Both of these options will exacerbate this.	Council is providing additional parking to the north of Riccarton Road in the off-street car park by restricting them to 120 minutes, which will increase the turnover of spaces to support the businesses. There are numerous crossing locations for visitors using the car park to access the stores on Riccarton Road.
	Changed access to Division Street:	
180	Page 6 the document states that turning restrictions at Division Street were confirmed by Council in December 2014. Scentre lodged the following in a submission on the Riccarton Bus Interchange consultation: Council needs to be cognisant of existing permitted activities that may be impacted by the proposed changes. The current proposal looks to widen the curbside / footpath at the entrance of Division St, reducing it from 3 to 2 lanes. Scentre does not support this change to Division St. Vehicle access to and from Division Street should remain as it is. Division Street is used as access for large trucks to the shopping centre loading dock. Access is already quite constricted and we believe that the proposed changes will make the problem worse.	It is not proposed to re-introduce the right turn out/from Division Street.



	<p>Efficient vehicle movements to the loading dock are vital to our tenants business'. Tenants who use the loading dock include food court operators and the Farmers Department Store in addition to tenants deliveries, the shopping centres refuse contractor use this area for pickups and drop offs. These also utilise large trucks which will have issues turning into a reduced entrance to the street. We also question how far into Division Street the angle parking will be developed. From the plan it is clear that it will be installed from the Riccarton Road corner to the first driveway. If it is to go any further than this we would foresee issues with trucks being able to turn in the reduced space. We believe that this will cause traffic backing up at times when there is more than one delivery vehicle accessing the loading dock. The loss of parking on Riccarton Road would see the parking in Division Street put under more pressure, thus exacerbating the issues raised above.</p>	
85,86	Request right turn out of Division	It is not proposed to provide the right turn from Division Street.
	District Plan	
71	<p>The District Plan will have an adverse impact on this development, because the commercial fringe along Riccarton Road will be re-zoned as commercial core, allowing buildings up to 20m high along the street. Consider the fact that if area is re-zoned commercial core there will be a different feel and much more shade in this area.</p>	<p>The proposed height rules in the draft replacement District Plan are: Commercial Core (District Centre) - 20 metres or 12 m within 30 metres of residential. Commercial Fringe (District Centre) - 12 metres Corner sites (sites with frontage to two intersecting roads in the Commercial Fringe of a District Centre) - 16 metres where the top storey of the building shall not extend more than 25 metres in length from the intersection, or 25 metres in depth from the road frontage. Riccarton is a district centre. The current City Plan classifies Riccarton as a District Centre around the Mall and a local centre elsewhere. It is zoned as B1 Local Centre and B2 District Centre. The current height limits are: B1 (Local Centre) 8 metres & B2 (District Centre) 20 metres The District Plan allows for certain development as above. We are not aware at present of any re-developments at this height.</p>

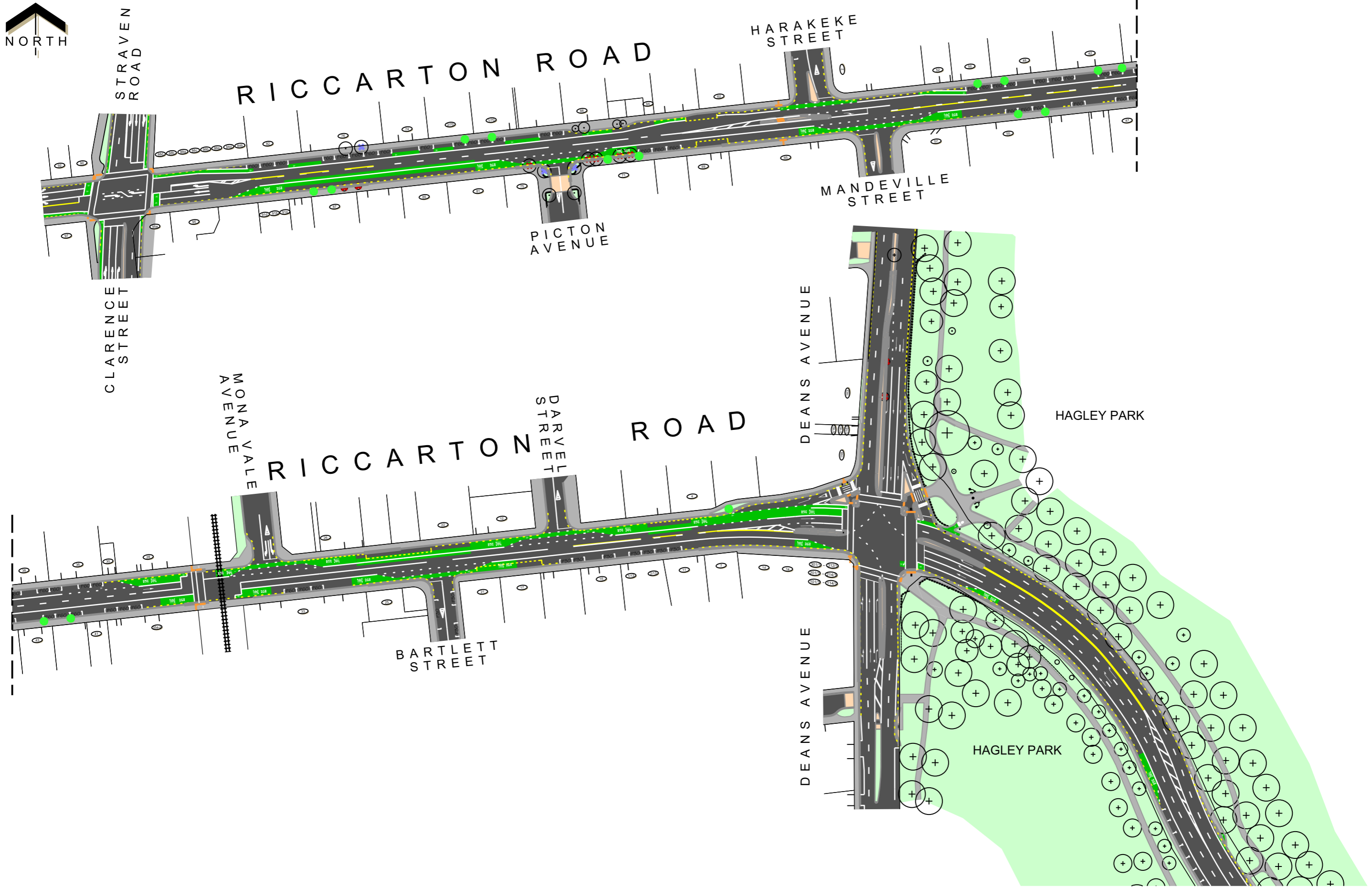


Proposed P120 car parking spaces (65 spaces incl. 3x Mobility Spaces)

Plan for Approval

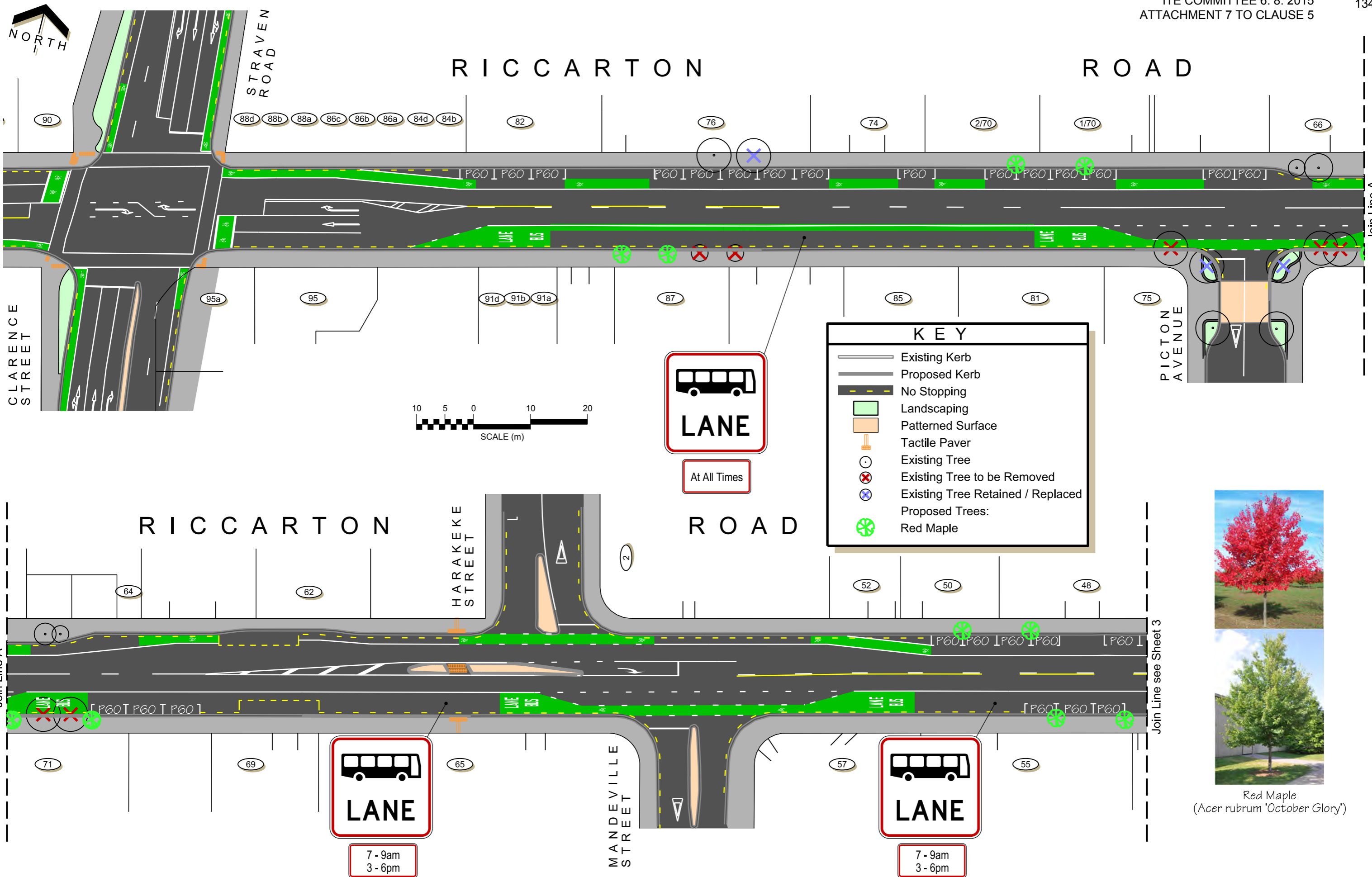
Note: Final number of parking spaces subject to survey and detailed design.

	CCC owned parking spaces
	Private parking spaces
	CCC owned land
	No Parking
	Mobility Parking



Original size mm
100
50
30
10

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Red Maple
(Acer rubrum 'October Glory')



R I C C A R T O N



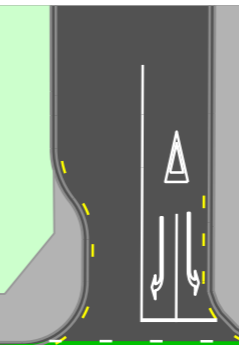
At All Times



At All Times

L A N E R O A D

M O N A V A L E
A V E N U E



Red Maple
(Acer rubrum 'October Glory')



R I C C A R T O N R O A D



At All Times

7 - 9am
3 - 6pm



7 - 9am
3 - 6pm

KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Landscaping
	Patterned Surface
	Tactile Paver
	Existing Tree
	Existing Tree to be Removed
	Existing Tree Retained / Replaced
	Proposed Trees: Red Maple











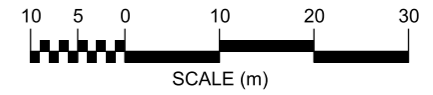
Original size mm
Join Line see Sheet 2
Join Line B
Join Line see Sheet 4

Join Line B

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KEY

-  Existing Kerb
-  Proposed Kerb
-  No Stopping
-  Landscaping
-  Patterned Surface
-  Tactile Paver
-  Existing Tree
-  Existing Tree to be Removed



Original size mm

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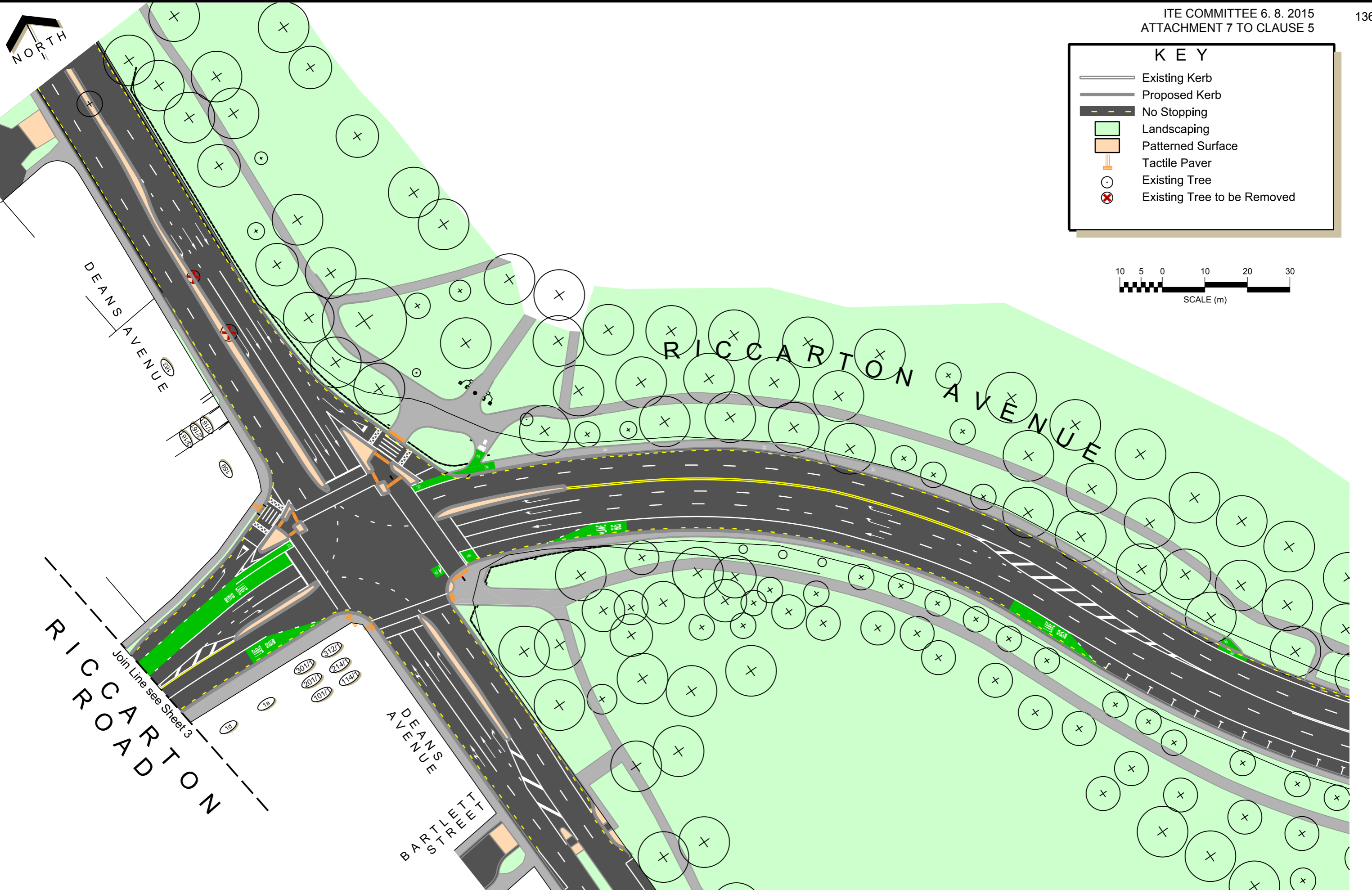
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Riccarton Road (Option A)
Matipo Street - Clarence Street
Plan for Approval

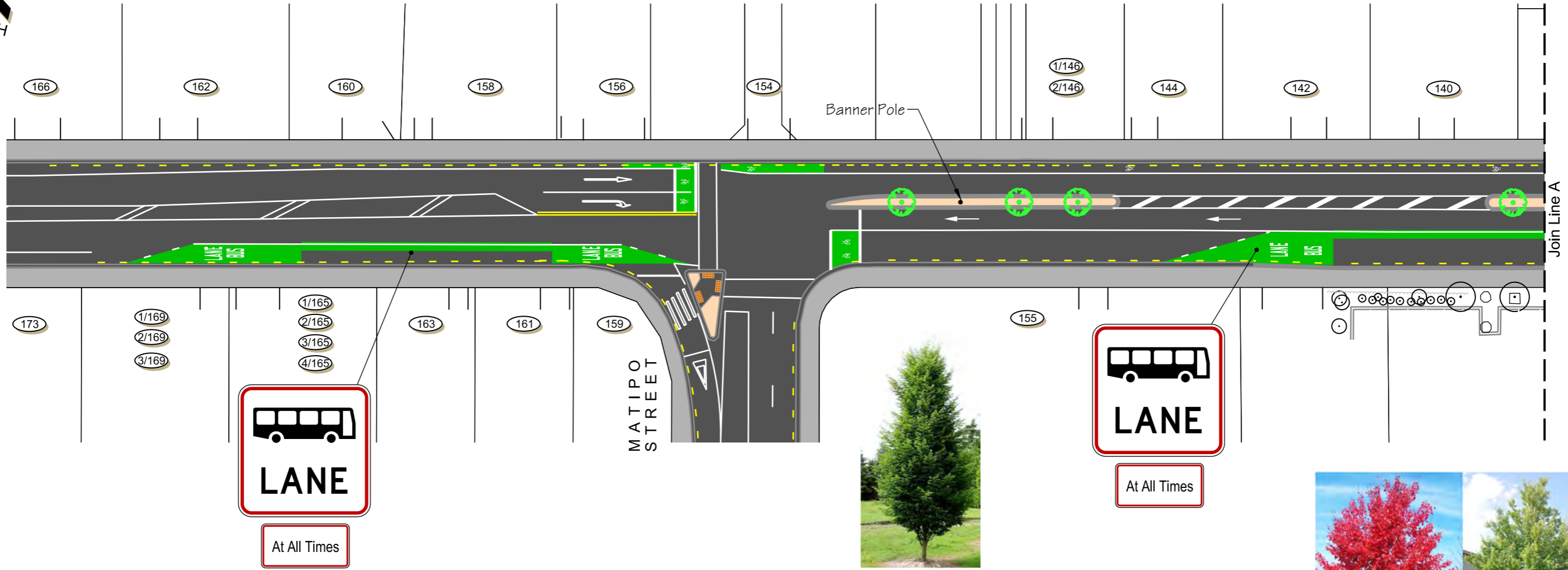
OVERVIEW
SHEET 1 of 3

Original Plan Size: A3
ISSUE.1 22/06/2015
TP340202a VMI



RICCARTON ROAD

Original size mm
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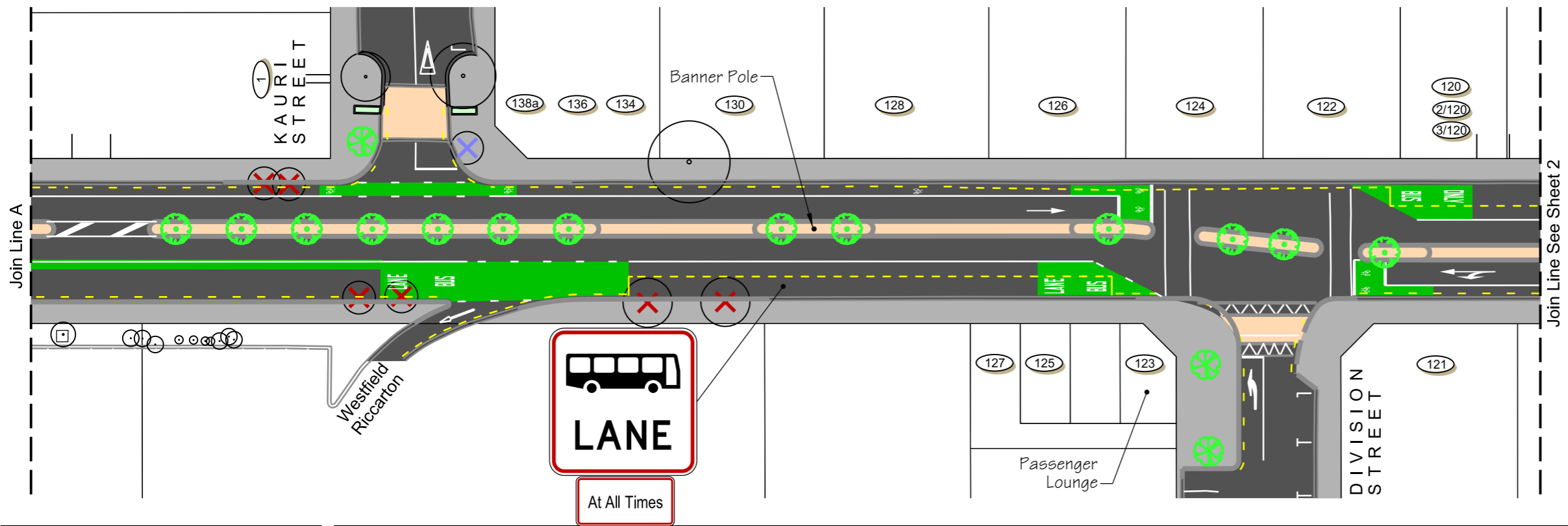


Columnar Hornbeam
(*Carpinus betulus 'fastigiata'*)

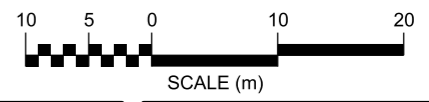


Red Maple
(*Acer rubrum 'October Glory'*)

RICCARTON ROAD

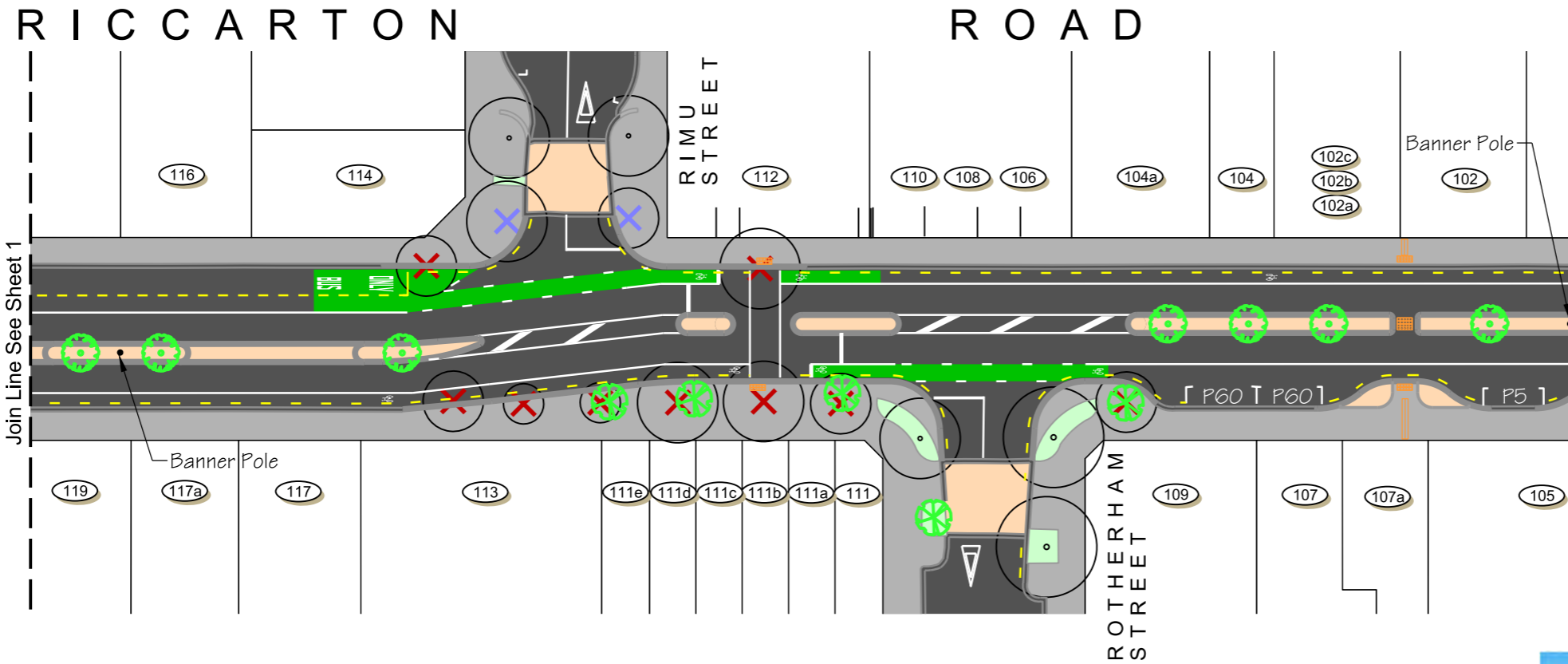


KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Landscaping
	Patterned Surface
	Tactile Paver
	Existing Tree
	Existing Tree to be Removed
	Existing Tree Retained / Replaced
	Proposed Trees:
	Red Maple
	Columnar Hornbeam



Riccarton Road (Option A)
Matipo Street - Clarence Street
Plan for Approval

Original Plan Size: A3
ISSUE. 1 22/06/2015
TP340202a VMI

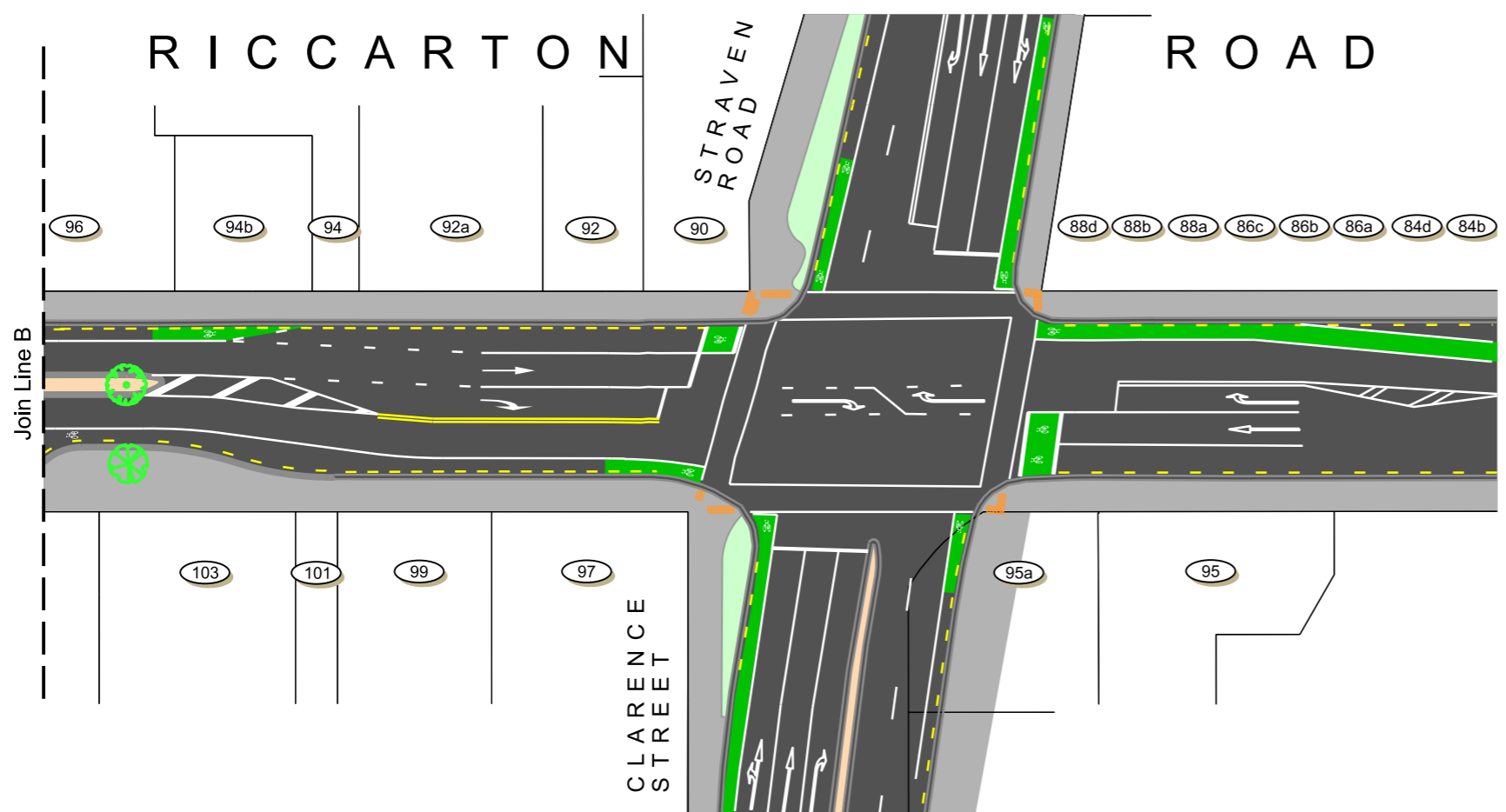
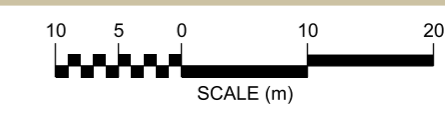


Columnar Hornbeam
(*Carpinus betulus 'fastigiata'*)



Red Maple
(*Acer rubrum 'October Glory'*)

KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Landscaping
	Patterned Surface
	Tactile Paver
	Existing Tree
	Existing Tree to be Removed
	Existing Tree Retained / Replaced
Proposed Trees:	
	Red Maple
	Columnar Hornbeam



Original size mm
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INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 6. 8. 2015

6. LAND FOR ROAD PURPOSES – NEW ZEALAND TRANSPORT AGENCY

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Operating Officer, Operation Group	N	
Officer responsible:	Acting Unit Manager, Transport and City Streets	N	
Author:	Leiwis Burn, Property Consultants	Y	DDI: 941 8522

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to seek the Council's approval to New Zealand Transport Agency (NZTA) acquiring Council land for road by declaration under the Public Works Act 1981. The approach has been made to the Council by The Property Group (TPG) and Darroch Limited as agents for NZTA to secure by agreement land required for road to improve visibility and safety for the following projects;

1.1.1 The upgrade of the intersection of Jones Road and Dawsons Road, Templeton.

1.1.2 Realignment of Barters Road, Templeton.

1.2 The report also seeks a delegated authority from the Council to the Property Consultancy Manager to conclude the terms of the agreements.

2. BACKGROUND

Jones Road and Dawsons Road Intersection Upgrade

2.1 As part of the Christchurch Southern Motorway project Stage 2 (CSM2), the opportunity is being taken by Selwyn District Council to upgrade two existing intersections on Jones Road with Dawsons Road and Curragh's Roads, Templeton. Dawsons Road is a shared district boundary road between Selwyn District Council and Christchurch City Council (CCC). NZTA are to fully fund the improvements at these intersections as a result of their proposals for the CSM2, and additional land is needed for road splays at both these intersections so that improved visibility can be provided.

2.2 The land required from CCC for road is at the north eastern side of the intersection of Dawsons Road with Jones Road. This is a triangle corner splay 10 metres by 10 metres (50 square metres approx) being part of Section 3 SO plan 18163 in the Council's title CB32K/154 (refer **Attachment 1**). The property is part of a larger Council land holding of 115.5 hectare leased for farming purposes. The loss of 50 square metres for road will have negligible if any effect on this operation.

2.3 The Selwyn District Council is to pursue obtaining the land required for the splays on the north western side of Dawsons Road/Jones Road and the intersection at Curragh's Road. Selwyn District Council are coordinating with TPG as NZTA agents on other CSM2 property work and see it as appropriate that TPG manage the four acquisitions associated with the intersection upgrades as one combined project.

2.4 With the recent fatality at Dawsons Road/Jones Road this has heightened the need to improve visibility and safety at this intersection (and Curragh's Road) for all users of the roads. The improvements proposed are aimed at ensuring that traffic approaching these intersections will better understand the need to slow down and "Give way".

2.5 The improvements proposed include introducing a median island on the northern approaches from Dawsons Road and Curragh's Road to Jones Road. This will allow installation of gated stop signs up in the median to increase the visibility of the intersections. Kerbs are also proposed at the intersections to increase the definition. As part of the package, Barrier Arms are to also be installed at the rail crossings on the southern approaches to these intersections.

6 Cont'd

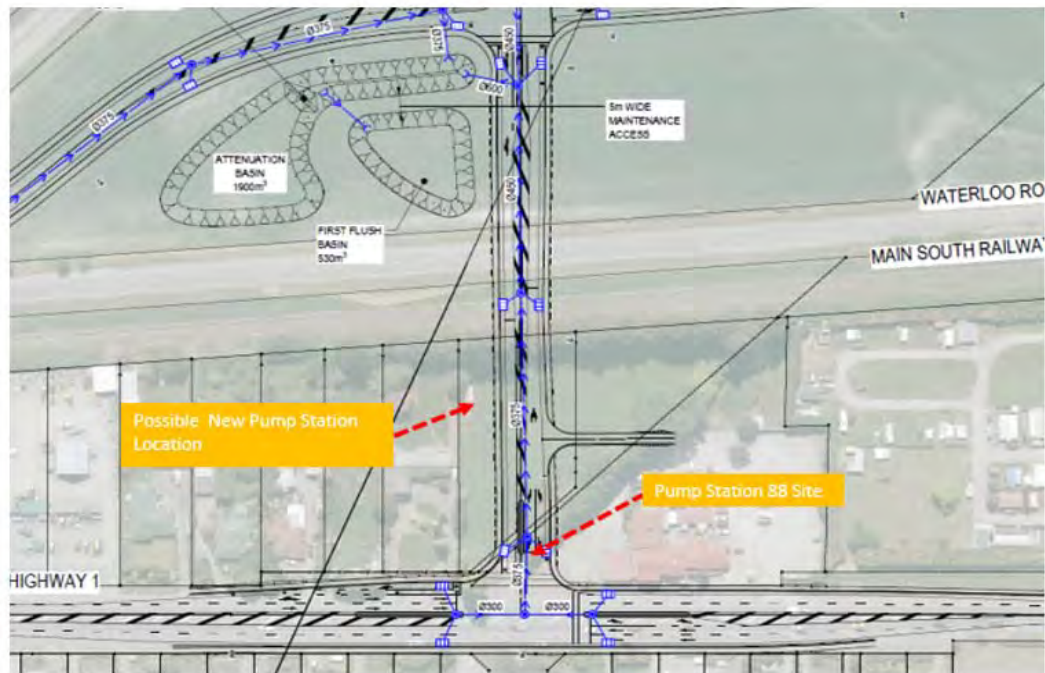
684 Main South Road – Barters Road Realignment

- 2.6 The land required for road is situated at 684 Main South Road adjacent to the Islington Tavern. The site is legally described as Section 1 SO 359535, 105 square metres held by the Council in title 274280 for the purpose of Public Utility (sewage pump station) (refer **Attachment 2**). Pound Road under this proposal will come out at 684 Main South Road next to the Tavern and is designated for a Road of National Significance (RON) project in connection with the construction of Barters Road/Main South Road intersection. The whole of the Council's site will be required for the proposed realignment corridor.
- 2.7 The Council's wastewater Pump Station PS88 is located on this site as shown in the drawings below.



- 2.8 As a result, NZTA has proposed to acquire the land on which the pump station is located for the road and to relocate the wastewater pump station PS88 to a different location at its cost.
- 2.9 Pump Station 88 is what is called a Lift Station. Wastewater flows from neighbouring properties flows into the pump station. PS88 pumps up the flow to enable it to flow by gravity across Main South Road for a longer distance and in this case to PS87. As the pumped flow is conveyed towards PS87 the pipes pick-up more flows from the surrounding properties. From PS87 the wastewater flows are then pumped across Main South Road to Barters Road to Waterloo Road where it joins the pressure main from Templeton. The flows then flow all the way along Waterloo Road.
- 2.10 In addition to the acquisition of this land, NZTA has acquired or is in the process of acquiring neighbouring land in order to have sufficient land for a 25 metre road corridor.
- 2.11 At the time of writing this report the new location of the wastewater station had not been finalised but it is anticipated that it will be within the new road corridor. A possible location is shown on the drawing below.

6 Cont'd



- 2.12 NZTA will fund the relocation up to a point on a “like for like” basis. Any betterment requirements will need to be paid for by the Council. The Council is looking at the option of directing the new pump station to pump under the railway line and discharge onto a new outfall on Waterloo Road. This may cost slightly more than what NZTA will pay for. This balance will be met by the Council as it is considered essential to free up capacity in the PS88-PS87 network to allow for future development in the area.
- 2.13 The detailed design of the new road is well advanced. Tendering of the works is expected to commence in September 2015 with the construction works to start soon thereafter.
- 2.14 The Council is in the process of engaging Beca (who are also designing the new road) to carry out the detailed design of the new pump station when its location is finalised. The sewer works will be tendered at the same time as the roading works. Construction will occur concurrently with the road works constructions.

3. COMMENT

- 3.1 The Property Group and Darroch Limited as the agents on behalf of NZTA will attend to the gazettal action on completion of survey to declare the Council’s land as road. Section 114 of the Public Works Act 1981 provides that the Minister of Lands with the consent of the owner, may by notice in the New Zealand Gazette, declare any land whether owned by the Crown or not to be road. The land shall not be declared to be road without the written consent of the body in whom the land or its control is vested in this case the Council as owner.
- 3.2 Section 316 of the Local Government Act 1974 provides that the property in all roads vests in the Council of the district in which they are situated unless the Council is requested by NZTA to relinquish its property in a State Highway. In both proposals while the requiring authority is NZTA, the Council will retain control of the new road assets.
- 3.3 NZTA will be responsible for carrying out at its cost, the required surveys to enable the Land areas to be declared Road which on completion will be an addition to the Council’s Road network.

6 Cont'd

- 3.4 The improvement of the intersections at Jones Road with Dawson's Road and Currags Road proposed by NZTA is also conditional on TGP securing the acquisition for road of the other three splays on the northern approaches to these intersections as part of Selwyn District Council's road network.
- 3.5 There are no statutory requirements on the Council to consult over these road transactions. The lessee of Council's land affected by the Jones Road/Dawson Road intersection upgrade has been informed of this proposal. The Council staff will be in close contact with Selwyn District Council staff so that the four acquisitions associated with the intersection upgrades can be managed as one combined project.

4 FINANCIAL IMPLICATIONS

4.1 Jones Road and Dawsons Road Intersection Upgrade

4.1.1 The 50 square metres required for road is a very small part of the Council's total farm holding of 115.5848 hectare. Using the before and after approach the Council's valuer has advised that \$500 plus GST would be reasonable compensation to the Council for the loss of 50 square metres which is negligible in relation to the block size. This assessment has been made on the basis of the acquiring authority meeting all costs associated with the declaration including reinstatement of any fencing/plantings.

4.1.2 684 Main South Road

The Council and Darroch Limited on behalf of NZTA have exchanged valuation advice with agreement held subject to the Council approval that a figure of \$24,348 plus GST (which is a split of the respective assessments) be adopted as a fair and reasonable land compensation to the Council. NZTA under this transaction will meet the legalisation costs and the costs incurred by the Council for valuation and legal expenses associated with declaring the land as road.

4.1.2 Funds are available under Capital Works Budgets (minor works) for any betterment costs (Clause 3.7) over and above what NZTA will cover in relation to directing wastewater flows under the Main South Railway corridor.

- 4.2 At the time of preparing this report the terms of the agreements had not been finalised however any process costs the Council is to incur for these transactions are considered insignificant in terms of the benefits of the proposed road improvements. NZTA will be responsible for carrying out at its cost, the required survey to enable the land to be declared as road which assets will be an addition to the Council Road network.

5. STAFF RECOMMENDATION

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

- 5.1 Consent to the declaration as road pursuant to Section 114 of the Public Works Act 1981, 50 square metres (subject to survey) being part of Section 3 SO Plan 18163, part CB32K/154 and 105 square metres being Section 1 SO 359535 comprised in CT 274280 as the land shown at **Attachments 1** and **Attachment 2**.
- 5.2 Authorise the Property Consultancy Manager to approve the terms of the agreements with NZTA and to enter into and sign such documentation as required in order to protect the Council's interests and to give effect to the declaration as road the land parcels subject of this report.

Attachment 1 (cont)

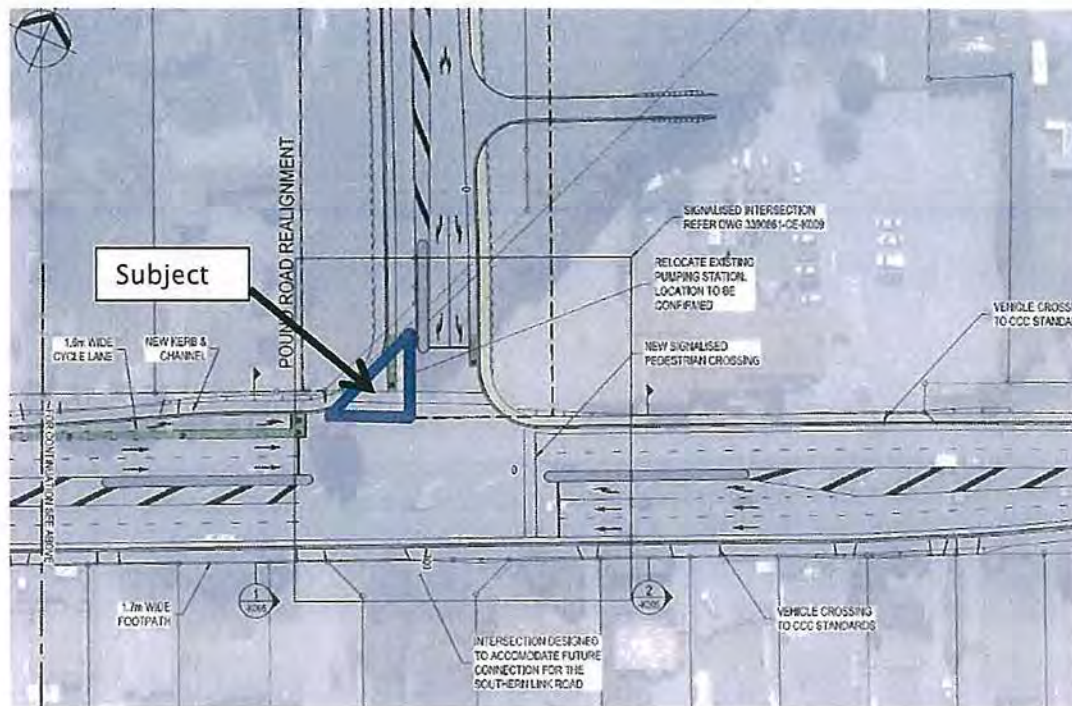


Looking north to intersection with Jones Road.

LAND TO BE ACQUIRED

The proposal is to acquire the total site which has an area of 105 square metres, is triangular in shape and has a wide frontage to the Main South Road.

The land required will become part of a realignment of Pound Road and an intersection with the Main South Road. The following plan shows the general intersection to be created.



7. Earthquake Rebuild - Wastewater Nautilus Place, 33a and 29 Heyders Road, Spencerville

Reference: 15/837074

Contact: John Moore

John.moore@ccc.govt.nz

941 8035

1. Purpose and Origin of Report

Purpose of Report

- 1.1. The purpose of this report is for Infrastructure, Transport and Environment Committee to approve the type of technology to rebuild sewer infrastructure in Nautilus Place and 33a and 29 Heyders Road.

Origin of Report

- 1.2. This report is being provided to fulfil Earthquake Recovery Committee of the Whole resolution 14 passed at the Council Meeting on 30 January 2014 that the council revoke the delegation and give the decision making authority to the Earthquake Recovery Committee of the Whole (now Infrastructure, Transport and Environment Committee) to determine the technology for repair or replacement of earthquake damaged sewer infrastructure.

2. Significance

- 2.1. The decision(s) in this report is low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1. The level of significance was determined through low scores against the Council's Significance and Engagement criteria.
 - 2.1.2. The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

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

- 3.1. Approve the use of Pressure Wastewater technology for the repair of earthquake damaged infrastructure in Nautilus Place and 33a Heyders Road, and for 29 Heyders Road to be reconnected to the gravity wastewater line on Heyders Road, Spencerville

4. Key Points

- 4.1. This report does support the Council's Long Term Plan (2015 – 2025):
 - 4.1.1. Activity: Facilities and Infrastructure Rebuild
 - 4.1.2. Group of Activities -
 - Level of Service: 13.7.1 - Delivery of the rebuild infrastructure and facilities capital programme
- 4.2. The following reasonably practicable options have been considered:
 - Option 1 - Pressure Wastewater (preferred option)
 - Option 2 - Enhanced gravity

7 Cont'd

- 4.3. Advantages and Disadvantages of the Preferred Option: Pressure Wastewater is the preferred option because it is the lowest cost option, and would be faster and less disruptive to install. This is also the only option eligible for Crown funding. It has a high community acceptance with 67% agreeing with the option and 5% (1) disagreeing. The remaining 32% either did not make a submission at a public meeting or neither agreed or disagreed with the option. The option offers the highest level of resilience in the event of further earthquake events.

5. Context/Background

Damaged Wastewater Infrastructure Nautilus Place, 33a and 29 Heyders Road

- 5.1 The earthquakes in 2010 and 2011 severely damaged the gravity wastewater network in many areas of the city. Many residents were unable to use their toilets for months and "sucker trucks" were needed to regularly remove waste from the broken wastewater system

After investigating the damage, it has been agreed alternative sewer rebuild technologies may be used in areas where the alternative technology provides cost or time benefits and resilience advantages over conventional gravity systems.

SCIRT assessed the damage in Nautilus Place and found the modern PVC gravity wastewater pipes in this area sustained severe earthquake damage. Along with this the land has settled up to 500mm lower than what it was before the earthquakes. This has resulted in large dips and rises in the pipes, which lead blockages, odours, and increased maintenance costs.

The technologies considered for the repair of wastewater infrastructure in this area were

- Pressure wastewater
- Enhanced gravity wastewater
- Vacuum wastewater
- Repair of existing conventional gravity wastewater

Only practicable options have been considered for the repair in this area.

Two repair options discounted

5.2 Repair of conventional gravity wastewater system – not feasible

One of the gravity pipes runs through private property, very close to a house. This makes it very difficult to assess and repair the pipe in a way that won't result in ground settlement and potential damage to nearby buildings.

Because of this it was considered repair of the conventional gravity system was not a feasible option, primarily due to the existing wastewater pipe located in private property between Nautilus Place and Heyders Road. This pipe is a vital part of the wastewater network as it conveys wastewater from Hemingway Place, Seabrooke Drive and Nautilus Place.

It would be extremely difficult, time consuming and costly to carry out necessary repairs to this pipe due to the poor ground conditions for trenching, the alignment of the pipe through private property and the depth of the pipe.

In addition, repairing the conventional gravity network would not provide any resilience in the event of future seismic events. For these reasons, repairing the conventional gravity system was not considered a viable option.

7 Cont'd

5.3 Vacuum wastewater system - discounted

A Vacuum wastewater system has been discounted due to the small number of households connected to this section of the wastewater in Nautilus Place. Vacuum is only suitable for larger rebuild areas, typically at least 400 households. This is because of the significant cost of building a vacuum pump station which is needed as part of the vacuum wastewater system.

6. Option 1- Pressure Wastewater (preferred)

Option Description

6.1. Pressure Wastewater systems are suited to areas more likely to experience major ground deformation in the event of an earthquake. They do not rely on a slope to move wastewater along because they operate under pressure. The main pipes are made of polyethylene (PE) and are extremely strong, flexible and less likely to fail in the event of an earthquake.

A pressure wastewater system uses an underground collection chamber (tank) for wastewater to flow from the property. A pump in the tank transfers the wastewater, under pressure, from the property to pipes in the street. The pump uses electricity to operate and is usually connected to the property's electricity supply.

For this option the wastewater would also flow to a newly installed lift station at the intersection of Seabrooke Drive, Hemingway Place and Nautilus Place

Significance

6.1. The level of significance of this option is low, consistent with section 2 of this report. Engagement requirements for this level of significance are low. This will be to inform the community of the decision having already completed consultation regarding the options. There will be close interaction with individual property owners during implementation regarding gaining consent for the installation of the system and determining a suitable location for the tank.

Impact on Māori

6.2. This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic cultural value therefore this decision does not specifically impact Māori, their culture and traditions

Community Views and Preferences

6.3. Property owners of Nautilus Place, 33a and 29 Heyders Road Spencerville (20 properties) are specifically affected by this option due to the provision of pressure wastewater tanks and controls being located on private property and power supply for the pump being sourced from the property. Their views are supporting the option. There are 20 properties involved of which multiple communications were achieved including a public meeting, individual property visits, written information packs, phone conversations etc. Feedback was provided verbally through these many channels. Where written submissions were received 1 strongly agreed with the option, 5 Agreed with the option, 2 neither agreed or disagreed with option, 1 disagreed with the option, 0 strongly disagreed with the option and 11 made no written submission. Of those that made a written submission 67% either agreed or strongly agreed with the option. The full report on consultation is included as Attachment 1 where observations and property owner comments are recorded.

- 11 – Did not complete a written feedback form. Of these 11:
 - 4 - in discussions were agreeable with the recommended system
 - 2 - were neither agreeable or disagreed

7 Cont'd

- 1 - had concerns about the noise of the pump in the pressure tank
- 4 were either vacant or tenanted properties. Owners were posted consultation material and invited to the community meeting.

Alignment with Council Plans and Policies

6.4. This option is consistent with the Council's Plans and Policies

Financial Implications

6.5. Cost of Implementation - the cost of this option is estimated at \$640,000.

6.6. Maintenance / Ongoing Costs - the additional cost above an enhanced gravity scheme is estimated as follows:

Power consumption for 19 properties at \$23.50 per year giving \$446.5

Replacement pump, tank, boundary kit and alarm panel 25 year interval for 19 properties at \$6250 giving \$4750 per year.

Total additional maintenance / operational cost \$5196.5 per year.

6.7. Funding source - The funding of these works is budgeted in the 2015/25 Long Term Plan for infrastructure rebuild and is also subject to the cost share agreement with the Crown. As the least cost practicable option, it is the only option eligible for crown funding. Crown funding has been confirmed for this project.

Legal Implications

6.8. Agreement by consent is required from each property owner to site a pressure wastewater tank on private land and connect to the power supply. Where consent is not given the Council may invoke s181 of the Local Government Act where it is not feasible to site the tank in another location. Invoking section 181 of the Local Government Act is a last resort and would be subject to a further council report.

Risks and Mitigations

6.9. Property owners withhold consent for installation on private property. The mitigation for this is for the SCIRT Delivery Team to work closely with the property owner in order that they have a full understanding of the benefits and risks of the system compared to alternatives. If consent is not provided a last resort is to invoke s181 of the Local Government Act to site the tank on private property where it is not feasible to site the tank elsewhere.

The consultation results show one property owner of the 20 properties affected disagreeing with this option. That property owner expressed a preference for an enhanced gravity scheme.

Implementation

6.10. Implementation dependencies - This option is dependent on consent of private property owners to site pressure wastewater tanks on private property.

6.11. Implementation timeframe - SCIRT presently has the work associated with this project programmed to commence now with completion July 2016.

Option Summary - Advantages and Disadvantages

6.12. This is the preferred option because it is the lowest cost option, and would be faster and less disruptive to install. This is also the only option eligible for Crown funding. It has a high community acceptance with 67% agreeing with the option and 5% (1) disagreeing. The remaining 32% either did not make a submission at a public meeting or neither agreed or disagreed with the option. The option offers the highest level of resilience in the event of further earthquake events.

7 Cont'd

7. Option 2 - Enhanced Gravity

Option Description

- 7.1. This option involves relaying the gravity main to change the direction of the wastewater to flow east to west toward a new lift station to be constructed at the corner of Nautilus Place, Hemingway Place and Seabrooke Drive. The main pipe in the middle of Nautilus Place would be replaced and a full road closure would be likely during construction due to the depth of pipe requiring significant sheet piling and dewatering. The existing gravity wastewater system in Nautilus Place, including the pipe running through private property between Nautilus Place and Heyders Road would be abandoned.

Significance

- 7.2. The level of significance of this option is low, consistent with section 2 of this report. Engagement requirements for this level of significance are low. This will be to inform the community of the decision having already completed consultation regarding the options. There will be close interaction with individual property owners during implementation regarding gaining access to their property during construction.

Impact on Māori

- 7.3. This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic cultural value therefore this decision does not specifically impact Māori, their culture and traditions

Community Views and Preferences

- 7.4. Resident of Nautilus Place, 33a and 29 Heyders Road Spencerville (20 properties) are specifically affected by this option due to their properties being directly connected to this part of the network and being impacted by construction activity. Their views are supporting the pressure wastewater option. One property expressed a preference for an enhanced gravity scheme. The full report on consultation is included as Attachment 1 where observations and property owner comments are recorded.

Alignment with Council Plans and Policies

- 7.5. This option is consistent with the Council's Plans and Policies.

Financial Implications

- 7.6. Cost of Implementation - the cost of this option is estimated at \$1,470,000.
- 7.7. Maintenance / Ongoing Costs - No additional maintenance operational cost.
- 7.8. Funding source - The rebuild of earthquake damaged below ground infrastructure is funded under the cost share agreement with the Crown. In this instance the enhanced gravity option is not eligible for Crown funding as it is not the lowest cost practicable option. If the Council wished to construct this option a further \$882,000 is required (representing the Crown 60% share).

Legal Implications

- 7.9. There are no specific legal requirements associated with this option.

7 Cont'd

Risks and Mitigations

- 7.10. Funding is not available from the Crown. Christchurch City Council would need to budget a further \$882,000 for this option.

Deep sewer work would need sheet piling to support the trench and allow significant dewatering. Noise and dust nuisance may be an issue, and it is likely the road would need to be closed during construction to provide sufficient room for construction activity and improve the safety for the public. These are high risks and would be mitigated through close communication with the community so they understand the reasons for the issues and for the SCIRT Delivery Team to respond appropriately to individual specific needs.

Implementation

- 7.11. Implementation dependencies - This option is more dependent on weather conditions than the preferred option due to the deep sewer work that would be required.
- 7.12. Implementation timeframe - SCIRT presently has the work associated with this project programmed to commence now with completion July 2016.

Option Summary - Advantages and Disadvantages

- 7.13. This is not the preferred option because the estimated cost is \$830,000 greater than the preferred option and there is no Crown funding available because of this. Construction is difficult and would impact on the community significantly regarding property access. Residents may experience noise, vibration and dust from the construction activity. Construction would take longer than the preferred option.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).	
(a) This report contains:	
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and	
(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.	
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.	

Signatories

Author	John Moore		CWW Rebuild Unit Manager
Approved By	Peter Langbein		Finance Manager
	John Mackie		General Manager
	David Adamson		Director, Council Facilities & Infrastructure Rebuild Group



Programme funded by



New Zealand Government

Date: 13 July 2015

Wastewater solution for

SCIRT Project 11058:

Nautilus Place, 33a and 29 Heyders Road, Spencerville

Gathering the views and preferences of those affected in an area of 20 properties where pressure wastewater is the preferred wastewater solution.

1 Project Overview



SCIRT Project 11058: Nautilus Place, 29 and 33a Heyders Road Wastewater System

The project area is located in the Christchurch suburb of Spencerville. The scope of this project concerns **19 properties across Nautilus Place and 33a Heyders Road**. It also concerns **one property, 29 Heyders Road**, that has an easement which will be abandoned and have a new wastewater lateral installed joining it to Heyders Road.

At present to service these properties the existing wastewater network passes through private property at a depth of up to 2.5 metres. The land in this area has a high water table and thick layers of sands of different densities. This area suffered greatly from liquefaction during the earthquakes.

The ground movement has caused dips and rises in the existing wastewater pipes. A section of pipe has been temporarily repaired between 22 Nautilus Place and 29 Heyders Road. Other sections of pipe have been repaired, however there is still a significant quantity of silt entering the area. This is causing intermittent blockages.

The easement that runs through 22 Nautilus Place and 29 Heyders Road moves the wastewater for Nautilus Place, Seabrooke Drive and Hemingway Place to the pumpstation on Heyders Road. This easement has a building close by and is constructed on loose sands. Any repair to the pipe within this easement requires significant shoring of the trench, and propping of the house. To work adjacent to the property presents significant risk.

Four options were investigated through the concept and detailed design stages. These included vacuum sewer (discounted due to low number of properties), retaining the existing gravity system (not feasible), enhanced gravity, and pressure wastewater. The lowest cost option which provided the appropriate resilience was pressure wastewater.

The recommended wastewater solution for Nautilus Place and 33a Heyders Road is pressure wastewater.

2 Providing views and preferences of property owners/tenants

Section 78(1) of the Local Government Act (community views in relation to decisions) states “a local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or have an interest in, the matter.”

The purpose of engaging with those affected in this project area was to gather feedback regarding the preferred wastewater solution which would include work on private property. This feedback is being provided to the Christchurch City Council along with the technical wastewater recommendation to assist with the decision-making.

2.1 Who did SCIRT contact to overview the project and gather feedback from?

The 20 properties in this project area are as follows:

Address	Status
1 Nautilus Place	Owner occupied
2 Nautilus Place	Owner occupied
3 Nautilus Place	Owner occupied
4 Nautilus Place	Owner occupied
5 Nautilus Place	Owner occupied
6 Nautilus Place	Owner occupied
7 Nautilus Place	Vacant section (prior to earthquakes)
8 Nautilus Place	Tenanted – owner lives elsewhere in Spencerville
9 Nautilus Place	Owner occupied
10 Nautilus Place	Owner occupied
12 Nautilus Place	Vacant section
14 Nautilus Place	Vacant section – for sale/has just been sold
15 Nautilus Place	Owner occupied
16 Nautilus Place	House currently being rebuilt
17 Nautilus Place	Owner occupied
18 Nautilus Place	Vacant house
20 Nautilus Place	Vacant section – owner lives in Hemingway Pl
22 Nautilus Place	Owner occupied
33a Heyders Road	Owner occupied
29 Heyders Road	Owner occupied

2.2 Tools used to provide information to the 20 property owners/tenants

Information was made available using a number of channels to maximise accessibility and provide opportunity for informed discussion and feedback:

Printed overview consultation document – describing the area, the damage and the wastewater solution options (appendix 2). This was provided via the following channels:

- Door knocking and presenting to property owners/residents.
- Letter box drop to those who were not at home when door knocked.
- Posted to property owners where houses or sections are empty or vacant.

Maps of the area and wastewater network – to provide context and clarity around locations of pipes and laterals and flow (appendix 1). These were used in the document and during discussions and meetings.

Community meeting – all property owners were invited to attend a meeting at the local Spencer Beach Holiday Park with SCIRT engineers, designer and communication team members who could provide information regarding the overall project and specific aspects. During the meeting, the SCIRT representatives:

- provided an overview of the wastewater earthquake damage situation,
- explained the overall issues – big picture,
- provided details about wastewater solutions to address the damage for those 20 properties,
- discussed the preferred option and why other options are discounted/not preferred,
- overviewed the decision-making process and what happens next,
- provided feedback forms to gather feedback to relay back to the Christchurch City Council (appendix 2.5).

SCIRT website – information about wastewater solutions and additional information sheets about pressure wastewater are published and available on the SCIRT website (<http://strongerchristchurch.govt.nz/smarter-wastewater-systems>).

Invitation to phone/email - the property owners/residents were invited to phone/email the relevant SCIRT Delivery Team (Downer) members for further information or clarification through a freephone number / email address.

Follow-up individual meetings were held with a number of residents as a result of reading the information and phone conversations. This was attended by SCIRT Communications and Engineering personnel.

3 Gathering feedback

SCIRT undertook to talk with each of the 20 property owners. This has been successful for 16 of the 20 properties.

Face-to-face conversations occurred either while door knocking, at requested individual meetings or at the Community Meeting. Conversations on the phone have been ongoing with a small group of property owners.

Note that five of the properties have already been demolished with the property owners living elsewhere. Consultation documents were posted to the owners of these five vacant sections. One property has never been built on and the property owner lives in Singapore where the consultation document has been posted to.

Feedback was collated in two ways:

1. A brief summary of the observations made by SCIRT following all meetings has been recorded in '4. Meeting summaries'.
2. Those contacted were invited to submit further feedback on a supplied freepost feedback form; these have been recorded in '5. Feedback received' and attached as appendix 4.

The aim of this process was to ensure property owners understood the issues and impacts for their individual properties as well as the group of 20 properties in this area. It was also to provide them with an opportunity to ask questions and provide feedback and to ensure that they had a clear understanding that their feedback would be subsequently provided to the Council along with SCIRT's technical overview and recommendation.

4 Meetings summaries

4.1 Activity summary timeline

ACTION	WHO	WHEN (all 2015)
Door knocking with the overview consultation document. Short discussions with property owners who were home. Left in letterboxes of properties that are occupied but no one was home. Posted document to six vacant or empty properties.	SCIRT: <ul style="list-style-type: none"> • Downer Project Communication Coordinator • Downer Communications Team Lead 	2 June
Phone conversations with property owners as a result of receiving the document.	<ul style="list-style-type: none"> • Downer Project Communication Coordinator 	3 June to 11 June
Individual meetings with property owners	SCIRT: <ul style="list-style-type: none"> • Downer Project Communication Coordinator • Downer Construction Site Engineer 	11 June
Door knocking properties where there has been no contact. Short discussions with property owners who were home.	SCIRT: <ul style="list-style-type: none"> • Downer Project Communication Coordinator • Downer Communications Team Lead 	11 June
Community Meeting at the Spencer Beach Holiday Park	SCIRT: <ul style="list-style-type: none"> • Downer Communication Team Lead • Downer Project Communication Coordinator • Downer Construction Project Manager • Downer Construction Site Engineer • SCIRT IST Wastewater Designer 	15 June

In summary, the following communication/engagement activities were completed:

- One community meeting.
- Phone conversations and three individual meetings with property owners at their request.
- All property owners were posted/delivered an information pack (appendix 2).
- All property owners that are in residence have had verbal conversations with the Downer Communication team.

Those who have attended meetings have been open to discussing the wastewater damage and repair solutions with SCIRT through face-to-face discussion. During the meetings, individuals were interested and actively engaged in the conversations and asked questions of interest to them and often relating to their individual property.

A general theme of interest was about the reason why a pressure wastewater system was preferred and about location of a tank in their property if pressure wastewater was the outcome of this process. Those who have been contacted and met with SCIRT are receptive to follow-up contact and ongoing conversations including updates as the project progresses.

4.2 Key messages in meetings - verbal

- A final decision has not been made on the best wastewater solution for your area.
- Any feedback you provide will be given to the Council for consideration as part of its decision-making process.
- The Council is the decision-maker. SCIRT is collating feedback on the Council's behalf.
- It is important to have a resilient wastewater system.

4.3 Meeting discussion points/agenda

- Purpose of meeting.
- Reinforce who SCIRT is and what SCIRT does.
- General overview of the wastewater earthquake damage situation.
- The preferred option and why other options are discounted/not preferred.
- The decision-making process, and what happens next.
- Contact details for follow up questions.

4.4 Printed material used to aid discussions at meetings (appendix 1)

- Map 1: Nautilus Place, affected properties and assessment of the damaged wastewater pipes
- Map 2: Nautilus Place: wastewater Option 1, enhanced gravity
- Map 3: Nautilus Place: preferred wastewater Option 2, pressure wastewater
- Map 4: lift station location at the roundabout of Nautilus Place, Seabrooke Drive and Hemingway Place

4.5 Printed information provided to property owners (appendix 2)

Overview consultation document which included:

- Explanatory cover page.
- Overview of the area where the 20 properties are including a map and area overview with the nature of the damage, the geographic nature of the area and its particular challenges, the preferred wastewater solution, and why (explaining cost, time, resilience benefits).
- The four wastewater options available to SCIRT.
- The SCIRT process around assessing the options and making a wastewater recommendation.
- Freepost feedback form.

4.6 Meeting participants

4.6.1 Individual discussions – at properties when door knocking on 2 June

SCIRT Attendees:

- Ros Service – Communication Team Leader
- Sarah McLeod – Communication Coordinator

Property Owner name	Property address	Meeting summary/observations from SCIRT
Paul Hennessey	29 Heyders Road	Owner was aware of the easement that runs through his property. His house has been demolished and he is living on site in a temporary dwelling. Asked where his lateral would be connected. Happy for us to proceed with preferred solution.
Patricia Adcock	33a Heyders Road	Had heard about the possibility of a pressure wastewater system being installed. Commented she'd had people from Parklands advise her not to accept it. Was surprised that the tank was not large and when we looked at a couple of possible installation locations was happy with the preferred solution.
Trevor and Jacqui Lyttle	9 Nautilus Place	Owners advised property is a rebuild. Very aware that the existing gravity system is badly damaged. Introduced consultation document. Owners happy to look at the document and review the options.
Renata Sadlier	22 Nautilus Place	Owner has only recently moved out of red-zoned Brooklands property to this property. Advised he was not aware of Council gravity pipe running through his property. Introduced consultation document and briefly discussed proposed options. Interested in how the pressure system works and suggested this would be the way to go for future.
Vivien Hurren	5 Nautilus Place	Owner advised they have only recently moved back in after their rebuild was completed.

4.6.2 Phone conversations with property owners

SCIRT Attendees:

- Sarah McLeod – Communication Coordinator

Property Owner name	Property address	Meeting summary/observations from SCIRT
Christine Mackintosh	15 Nautilus Place	Called to request meeting at property to discuss consultation document and wastewater options
Iva Hamilton	6 Nautilus Place	Called to request meeting at property to discuss consultation document and wastewater options
James (Jim) Nicol	16 Nautilus Place	Called to discuss the consultation document. Would like to meet with someone at his property and a community meeting if possible. Owner had questions about the resilience of the system as it is mechanical i.e. has parts that can break, and questions the lower maintenance cost of the pressure system vs gravity. House is currently being rebuilt and is at least 500mm higher than the old house. Owner questioned where the pressure wastewater tank could be located as a lot of the front area of the property is to be concrete. Owner was happy to discuss the different options and likes a lot of detail. Advised owner of community meeting and individual meeting at property arranged.

4.6.3 Individual Meeting – Thursday 11 June at 15 Nautilus Place

SCIRT Attendees:

- Sarah McLeod – Communication Coordinator
- Anastasios Lavisis – Site Engineer

Property Owner name	Property address	Meeting summary/observations from SCIRT
Christine and Douglas Mackintosh	15 Nautilus Place	Property owners were very interested in more information about the pressure wastewater system. They had prepared a list of questions ahead of the meeting. Difficulties with repairing the existing gravity system were discussed and how an enhanced gravity system would be different. Owners advised that the property is to be rebuilt and will be 1m higher than it is currently, suggesting that they could stay on a gravity system. We discussed that the wastewater solution for the area will encompass everyone on the street – there will not be two systems maintained within the one street. Owners are aware that the gravity system was badly damaged. Owners were concerned about where a pressure wastewater tank could be located on the property as there are laterals running from two different sides of the house, not leaving a lot of options for installing a tank beyond the point that they meet. We did not go into any great detail about tank locations but guided the conversation to the system as a whole and advised that individual location concerns would be addressed if pressure wastewater is confirmed for the area. They also advised that all properties in the street have a collection tank for storm water out the front of the property. Property owners were very appreciative of our taking the time to come and talk to them about this.

4.6.4 Individual Meeting – Thursday 11 June at 6 Nautilus Place

SCIRT Attendees:

- Sarah McLeod – Communication Coordinator
- Anastasios Lavisis – Site Engineer

Property Owner name	Property address	Meeting summary/observations from SCIRT
Grant and Iva Hamilton	6 Nautilus Place	Property owner Grant is familiar with the pressure wastewater system and sees it as a good option. Iva raised more specific questions about how, if it goes ahead, the system would be connected to the house and where on the property it would be located. Pressure wastewater system discussed in reasonable detail. Owners completed feedback form on the spot indicating they agree with the preferred system.

4.6.5 Individual discussions – at properties when door knocking on 11 June

SCIRT Attendees:

- Ros Service – Communication Team Leader
- Sarah McLeod – Communication Coordinator

Property Owner name	Property address	Meeting summary/observations from SCIRT
Liam Brewer	20 Nautilus Place	Property is an empty section. Owner lives in Hemingway Place and was visiting the site. Discussed the two options in the document. If it is a pressure system how this would be done with his plans to build a new dwelling. Happy with the preferred solution.
Aaron Bringans	17 Nautilus Place	Had read the document. Questioned how the installation of a tank and the lateral would work as it presently runs down his driveway.
Sue Ferguson	3 Nautilus Place	Concerned regarding the location of the tank and the noise it would make. Explained the noise is minimal. Also concerned about the noise of the lift station. Agreed to email her locations of tanks and a lift station in Christchurch for her to visit. Husband was agreeable to pressure system.
Richard Clarke	1 Nautilus Place	New residents, only moved in one week ago. Have no questions.
Nicky Auld	2 Nautilus Place	Happy with preferred system. Questions about access to driveway when work is happening and the location of the lift station.
Ray Wooldridge	4 Nautilus Place	Had read the document. No questions about the options – believes it has already been decided. Neutral view of the options.

4.6.6 Community Meeting – Spencer Beach Holiday Park TV Room – Monday 15 June

SCIRT Attendees:

- Ros Service - Downer Communication Team Lead
- Sarah McLeod - Downer Project Communication Coordinator
- Grant Anderson - Downer Construction Project Manager
- Anastasios Lavidis - Downer Construction Site Engineer
- Stephanie Thompson – SCIRT IST Wastewater Designer

Property address	Meeting summary/observations from SCIRT
1 Nautilus Place	<p>Overview</p> <ul style="list-style-type: none"> • SCIRT welcomed the people who attended and introduced the team. • SCIRT gave a brief overview of the project, reinforced that the Council had not yet made a decision and that the Council wished to hear the views of those affected as part of the decision-making process. • SCIRT explained the existing wastewater network, that it flows to a lateral that runs through two private properties and the extent of the earthquake damage. • SCIRT overviewed the four options available to SCIRT for Christchurch wastewater repairs, and then advised which ones were and were not preferred for this area and why. • SCIRT then discussed resilience, reinforced where the lateral goes through private property using a map.
2 Nautilus Place	
6 Nautilus Place	
9 Nautilus Place	
12 Nautilus Place	
15 Nautilus Place	
16 Nautilus Place	

	<p>Discussion points</p> <ul style="list-style-type: none">• Questions included electricity, construction methods (disruption and impacts), Council ownership of the tank and maintenance, noise of tank pump, degree of wastewater system damage compared to other streets in Spencerville, location of tank when rebuilding, capacity of tank.• SCIRT answered questions related to some of the other project work regarding the installation of a lift station at the roundabout of Nautilus Place, Seabrooke Drive and Hemingway Place. These included why the lift station is being installed, location and noise levels from the operating lift station. <p>Meeting summary</p> <p>Overall the meeting went well with a mix of informal presentation, questions from the groups and plenty of one-on-one discussions with individuals. The group expressed appreciation for SCIRT arranging the meeting. A number of feedback forms were completed and handed in.</p>
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5 Feedback forms received

The feedback received to date is included below verbatim. Submission forms attached as appendix 4.

The overall themes are:

Agree/Strongly Agree:

- Resilience / reliable
- Future proofing
- Reliability
- Area appropriate

Disagree/Strongly Disagree:

- A new system on property
- Not wanting to sign a consent or have a tank installed

Address	Submitter's name	Submission
STRONGLY AGREE – 1		
5 Nautilus Place	Duncan Hurren	Strongly Agree Agree with the information provided. Like that the installation is less intrusive than repairing gravity system. Happy to have tank installed on our property.
AGREE – 5		
16 Nautilus Place	James Nicol Margaret Newdick	Agree Advantages <ul style="list-style-type: none"> • Reliability – resistance to back pressure – not reliant on gravity – reduced life time operating costs – possibly more resistant to further seismic events – easier to install compared to the alternative • Disadvantages – extra kit on private property – private mains connection required – inground earthworks – current system seems to be working however we are aware of damage to one interstreet connection – negotiation required for kit on site positions. <i>[cover email included points discussed in on site meeting about the new house build and where a pressure wastewater system could be installed on the property]</i>
9 Nautilus Place	Trevor Lyttle	Agree I have several questions regarding the proposed scheme that I would like answered
2 Nautilus Place	Paul Auld	Agree Cost
6 Nautilus Place	Grant and Iva Hamilton	Agree Understand the systems and agree against gravity. Only concern the latency [capacity] inside the tank a small detail re tank operation
12 Nautilus Place	Bryan Kerse	Agree I think its better to have a system that will work if it happens again in the future. Our house has been demolished and we have not built another yet. Do we have to pay for the pressure system later if we don't build yet or do they install it at the time we build, at their cost.
NEITHER AGREE/DISAGREE – 2		
1 Nautilus Place	Richard Clarke	Neither agree/disagree

		<p>We don't care which system is installed provided the lift station is located out in the park behind 1 Nautilus Places at least 20m away from the boundary. We also want the established vegetation at the roundabout disturbed as little as possible</p> <p><i>[Additional feedback following the Community meeting]:</i></p> <p>As it appears that the new lift station is to be located on our property frontage. I would like more information on what that is going to look like please.</p> <p>PS since the lift station is located at our property does this mean we will not need a collection chamber and pump, since we can gravity feed the lift station?</p>
10 Nautilus Place	Brandon Koolen	Neither agree/disagree

DISAGREE – 1

15 Nautilus Place	Christine and Douglas Mackintosh	<ol style="list-style-type: none"> 1. Prefer Option 1, Enhanced Gravity wastewater 2. Do not want an underground collection chamber and pump installed on our property. Or have electric cables running from a control box on the house wall to the collection chamber pump. 3. Do not want to enter into the consent process with the Council, or have the consent notice showing on our property LIM. 4. A collection chamber could not be put close to the house because there are two wastewater pipes coming from different places and they only join near the entrance boundary. 5. The house at no 15 Nautilus is due to be demolished within 18 months. A collection chamber and other equipment would have to be removed for land remediation work. It would be a waste of time and money to install a collection pump and associated equipment. <p><i>[cover email thanking Downer staff for communication]:</i> Thanks very much for you and other Downer staff for coming out to talk to us on Thursday, 11th of June and also last night at the Spencer Camp. Both sessions were very helpful.</p>
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STRONGLY DISAGREE – 0

SUMMARY of RESPONSES

Address	Response	Method
1 Nautilus Place	Neither agree/disagree	Feedback form (x2)
2 Nautilus Place	Agree	Feedback form
3 Nautilus Place	Neutral	Verbal feedback
4 Nautilus Place	Neutral/positive	Verbal feedback
5 Nautilus Place	Strongly agree	Feedback form
6 Nautilus Place	Agree	Feedback form
7 Nautilus Place	Empty section	No response
8 Nautilus Place	Tenanted property	No response
9 Nautilus Place	Agree	Feedback form
10 Nautilus Place	Neither agree/disagree	Feedback form
12 Nautilus Place	Agree	Feedback form
14 Nautilus Place	Section for sale	No response
15 Nautilus Place	Disagree	Feedback form
16 Nautilus Place	Agree	Feedback form
17 Nautilus Place	Neutral	Verbal feedback
18 Nautilus Place	Vacant house	No response
20 Nautilus Place	Agree	Verbal feedback
22 Nautilus Place	Neutral/positive	Verbal feedback
33a Heyders Road	Agree	Verbal feedback
29 Heyders Road	Agree	Verbal feedback

6 Appendix





Appendix 1: Printed material used to aid discussion

Maps of area showing:

- Current wastewater pipe network and damaged sections
- How Option 1 and Option 2 solutions pipe network might look
 - Map 1: Nautilus Place, affected properties and assessment of the damaged wastewater pipes.
 - Map 2: Nautilus Place: wastewater network for Option 1, enhanced gravity.
 - Map 3: Nautilus Place: preferred wastewater network for Option 2, pressure wastewater.
 - Map 4: lift station location at the roundabout of Nautilus Place, Seabrooke Drive and Hemingway Place.



Map 1: Nautilus Place, affected properties and assessment of the damaged wastewater pipes

KEY	
	Properties affected
	Pipe renewal required
	Pipe repair required
	No repair required

Sourced from LINZ data, Crown Copyright reserved



Map 2: Nautilus Place: wastewater Option 1, enhanced gravity



Map 3: Nautilus Place: preferred wastewater Option 2, pressure wastewater



Map 4: lift station location at the roundabout of Nautilus Place, Seabrooke Drive and Hemingway Place

Appendix 2: Printed information provided to the property owner by SCIRT

Overview consultation document which included:

- 2.1 Explanatory cover page.
- 2.2 Overview of the area where the 20 properties are including a map and area overview with the nature of the damage, the geographic nature of the area and its particular challenges, the preferred wastewater solution, and why (explaining cost, time, resilience benefits).
- 2.3 The four wastewater options available to SCIRT.
- 2.4 The SCIRT process around assessing the options and making a wastewater recommendation.
- 2.5 Freepost feedback form.



Programme funded by



New Zealand Government

Ref # 11058

June 2015

Building a stronger wastewater network

Seeking Your Feedback - Nautilus Place, 29 and 33a Heyders Road

Your feedback is important

The earthquakes in 2010 and 2011 severely damaged the gravity wastewater network in many areas of the city.

Many residents were unable to use their toilet for months and 'sucker trucks' were needed to regularly remove waste from the broken wastewater system.

After investigating the damage the Christchurch City Council agreed to the use of alternative sewer rebuild technologies, in areas where the alternative technology provides cost or time benefits and resilience advantages over conventional gravity systems.

There are four repair options available to the Council:

1. Repair the conventional gravity system

Or repair with one of the following three alternative wastewater systems:

2. Enhanced gravity wastewater
3. Vacuum wastewater
4. Pressure wastewater

SCIRT has carried out a technical assessment of this section of the wastewater network in Nautilus Place and identified that a pressure wastewater system would be the best repair solution to support the ongoing needs of Nautilus Place and 33a Heyders Road.

The Council would like to understand your views before making a final decision.

This document provides further information and a feedback form. Please read this information and consider the options.

We would like to receive your feedback by 5pm, Monday 15 June 2015.

Your views are important

Please take the time to complete the enclosed freepost feedback form and return it by **5pm, Monday 15 June 2015**. You can also scan and email it to eqinfo@downer.co.nz. This will allow your feedback to be considered by the Council.

As anonymous submissions will not be accepted, please write your name and address on your feedback form.

We are happy to meet with you to explain the options and work in detail. If we have not yet been able to arrange an appointment with you please call or email us to arrange an appointment.

Call - 0800 400 310 email - eqinfo@downer.co.nz subject line Spencerville



Nautilus Place, Spencerville - Assessing the damage

SCIRT assessed the damage in Nautilus Place (Map 1, below). We found that:

- The modern PVC gravity wastewater pipes in this area sustained significant earthquake damage. Along with this the land has settled up to 500mm lower than what it was before the earthquakes. This has resulted in large dips and rises in the pipes. Dips and rises in a gravity wastewater system lead to blockages, odours and increased maintenance costs.
- One of the pipes runs through private property very close to the house. This makes it very difficult to access and repair in a way that won't result in ground settlement and potentially damage nearby buildings.



Map 1: Nautilus Place, affected properties and assessment of the damaged wastewater pipes

KEY	
	Properties affected
	Pipe renewal required
	Pipe repair required
	No repair required

Alternative wastewater systems, the options considered and the preferred wastewater system for Nautilus Place

SCIRT uses technical factors, constructability factors and cost factors to determine which wastewater system to recommend to the Council. The Council guidelines (under which SCIRT operates) requires that four systems (or combinations of systems) are considered when deciding how to replace badly damaged pipes. These four systems are:

1. Repair the conventional gravity system (*not feasible*)

Or repair with one of the following three alternative wastewater systems:

2. Enhanced gravity wastewater (*Option 1*)
3. Vacuum wastewater (*discounted*)
4. Pressure wastewater (*Option 2*)

In your area, repairing and maintaining the **existing conventional gravity system** is not a feasible option. This is mainly due to the existing wastewater pipe located in private property between Nautilus Place and Heyders Road (refer Map 1, page 2). This pipe is a vital part of the wastewater network as it conveys wastewater from Hemingway Place, Seabrooke Drive and Nautilus Place to the pump station on Heyders Road.

In the event of a future earthquake, it would be extremely difficult, time consuming and costly to carry out necessary repairs to this pipe. Factors contributing to this are the poor ground conditions for excavating a trench, the alignment of the pipe through private property and the depth of the pipe.

In addition, repairing the conventional gravity network would not provide any resilience in the event of future seismic events. For these reasons, repairing the conventional gravity system was not considered to be a viable option for your area.

A **vacuum wastewater system** has been discounted due to the small number of households connected to this section of the wastewater in Nautilus Place. Vacuum is only suitable for larger rebuild areas, typically at least 400 households. This is because of the significant cost of building a vacuum pump station which is needed as part of a vacuum wastewater system.



Downer Communications Team

Option 1: REPLACE existing gravity system with enhanced gravity wastewater



How does it work?

Gravity moves wastewater downhill along sloped pipes. Enhanced gravity wastewater systems are similar to conventional gravity wastewater except the pipes are steeper and shallower. The pipes are better able to withstand any earthquake ground deformation.

If installed, an enhanced gravity system would join with the new underground lift station being built at the intersection of Seabrooke Drive, Hemingway Place and Nautilus Place. This lift station is needed to keep wastewater moving into the main pipe on Lower Styx Road and then onto the wastewater treatment plant in Bromley.

Constructability and community impact

This section of the existing gravity system runs from Seabrooke Drive and Hemingway Place, and then west to east along Nautilus Place. It then runs through 22 Nautilus Place and 29 Heyders Road, close to the private dwellings, and onto the main pipe in Heyders Road.

An enhanced gravity system would mean changing the direction of the wastewater to flow east to west towards the new lift station. The main pipe in the middle of Nautilus Place would be replaced with a new pipe which properties would be connected to.

This option would require excavating an open trench up to 4 metres deep in the middle of the

road. Deep excavation would also require dewatering pumps to be set up.

An example of a dewatering set up

Dewatering removes groundwater during the construction and installation of any wastewater system in this area. Pumps will continuously run to remove water from the trench. The pumps do create some noise. Dewatering can cause surrounding ground to settle and deform, also potentially damage nearby buildings and structures.

The deep trench would need to be supported by sheet piles to stop the trench sides collapsing. Sheet piles are vibrated deep into the ground when the trench is being built. The community would experience noise, vibration and dust during sheet piling. A full road closure would be likely.

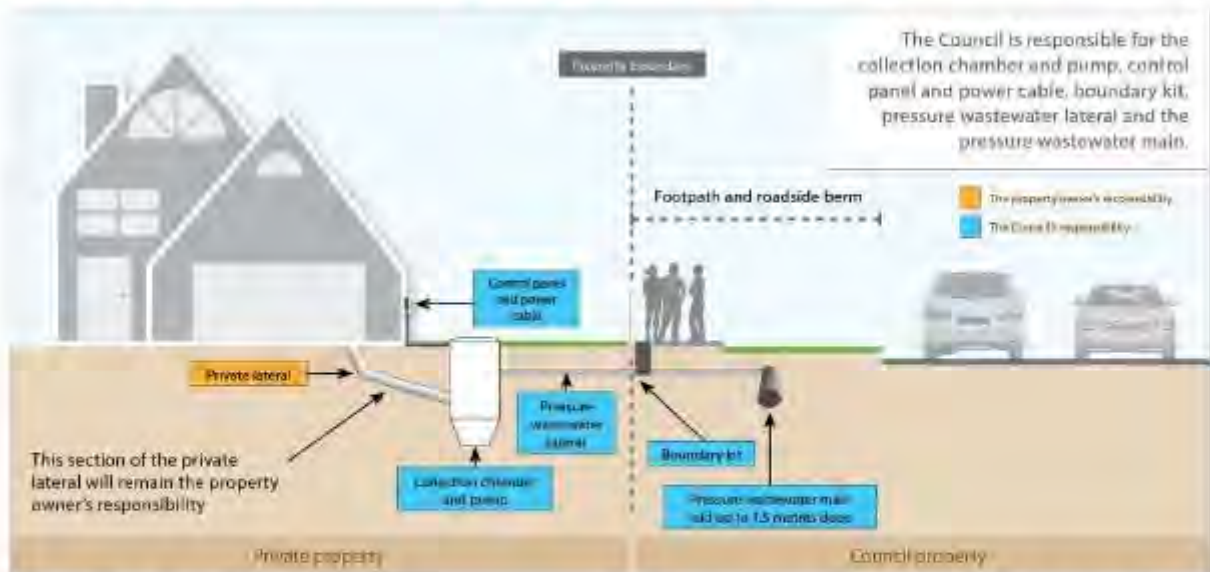
The existing gravity wastewater system in Nautilus Place, including the pipe running through private property, would be abandoned.

Installing enhanced gravity wastewater is a slow process.

An example of open trenching



Option 2: REPLACE existing gravity system with pressure wastewater



How does it work?

Pressure wastewater systems are suited to areas more likely to experience major ground deformation in the event of an earthquake. They do not rely on a slope to move wastewater along because they operate under pressure.

The main pipes are made of polyethylene (PE) and are extremely strong, flexible and less likely to fail in the event of an earthquake.

A pressure wastewater system uses an underground collection chamber (tank) for wastewater to flow from the property. A pump in the tank transfers the wastewater, under pressure, from the property to pipes in the street. The pump uses electricity to operate and is usually connected to the property's electricity supply.

For this option, the wastewater would also flow to the newly installed lift station at the intersection of Seabrooke Drive, Hemingway Place and Nautilus Place.

The existing gravity wastewater system in Nautilus Place, including the pipe running through private property, would be abandoned. All properties would be connected to the new main pipe.

The only parts of the system visible are the tank lid at the surface, the control panel mounted on an exterior wall or beside a fence, and the boundary kit which is normally placed just outside the property boundary.

Property owner impact



An example of an installed tank location and control panel

A large portion of the work usually takes place on private land. This means SCIRT and the Council require a property owner's consent before installing the system on the property. A pressure wastewater chamber would be installed in a pit (around 2 metres deep) on each property. A digger is used and this process takes about two days.

The chamber would be connected to the new pressure wastewater main via a pressurised

Option 2: REPLACE existing gravity system with pressure wastewater cont...

lateral. This is a small pipe that is quickly installed at a shallow depth.

During construction (about 2 days), residents would experience some noise, dust and vibration when the tank is being installed on their property.

Some dewatering (see page 4) may be required; however, the duration would be very short compared to dewatering to install an enhanced gravity system.

Constructability and community impact

Pressure wastewater systems can be installed using 'trenchless' methods. This is less disruptive for residents than systems which require trenches. Road impacts would be minimal.

New pressure wastewater mains would be installed using trenchless 'directional drilling'. This involves drilling a hole underneath the surface of the footpath, berm or road and then pulling the new polyethylene main pipe through the hole.

Who owns and maintains the system

The Council would own the **tanks, pumps and the control panels** and be responsible for maintenance with a 24/7 call out service.

The **house drain (private lateral)** between the house and the tank remains the property owner's responsibility. This is the most vulnerable part of the system. It relies on gravity and needs to slope down to the tank.

For that reason, SCIRT and the Council prefer to keep it as short as possible with the tank typically located close to the house to reduce the risk of it breaking or moving in an earthquake. SCIRT works with each property owner to identify the best location for the tank and control panel.

The **electricity** to operate the pump would usually be connected to the property's electricity supply. The Council seeks separate consent to use electricity and install the control panel and power cable. This is not part of the Section 181 process (see below).

Currently it costs about \$2 a month for the electricity. The Council would provide an annual rates remission to the property owner of \$23.50 (plus GST) to cover the average annual cost of power for these systems.

If there is a power cut, the tank has enough storage capacity for between 65 and 100 toilet flushes depending on the toilet's make/model.

Section 181 Process

The property owner's consent is sought under Section 181 of the Local Government Act 2002. Property owners can choose to withhold their consent and in these cases, the Council may start the formal process to construct works on private property. This process is set out in Schedule 12 and Section 181 of the Local Government Act 2002. Through this process, the property owner is entitled to object and to be heard by the Council. The property owner is also entitled to appeal to the District Court if the property owner is aggrieved by the Council's decision. The District Court's decision is final.



Left - tank being installed
Right - installation completed



Comparing Technical Factors and Cost Factors for the Options

Technical factors

This area has a high groundwater table and thick layers of sands ranging from very loose sands near the ground surface to very dense layers at depths greater than 7 metres.

The loose sands and high water table mean the ground has a high potential to settle and deform in the event of an earthquake.

Wastewater systems better able to withstand ground deformation are more suited to these ground conditions and will provide resilience advantages over other wastewater systems.

Pressure wastewater systems are the least sensitive to ground deformation when compared to conventional and enhanced gravity wastewater systems.

Pressure wastewater pipes do not rely on gravity to move wastewater (except for the private lateral pipe between the house and the chamber). They still work if the slope of the pipe changes (ie, goes up and down and stays that way permanently after an earthquake).

Gravity wastewater systems do not work effectively if the slope of the pipe changes and goes up and down, flattens or slopes in the other direction.

Given the ground conditions and technical constraints in this area, a pressure wastewater system is likely to prove the most resilient system in the event of any future earthquakes.

Cost factors

Cost is an important factor in making a decision. The 'whole of life' cost has to be considered which includes:

- **Installation cost** (cost to repair or install the system. Sometimes called 'capital cost'),
- **Maintenance cost** (the ongoing operation and maintenance costs over the lifetime of the asset once installed),
- **Resilience cost**, which includes the ability of the technology to withstand future earthquakes (cost of replacement or cost, ease and speed of repair after an earthquake).

The table below has the 'whole of life' cost for Option 1 and Option 2.

Options	Option 1 – replace the existing conventional gravity system with an enhanced gravity system.	Option 2 – replace the existing conventional gravity system with a pressure wastewater system.
Whole of Life Costs	1,470,000	640,000

The preferred wastewater system for Nautilus Place, 29 and 33a Heyders Road

The Council’s preferred option for Nautilus Place and 33a Heyders Road is Option 2: replace the existing conventional gravity system with a pressure wastewater system.

29 Heyders Road wastewater would be rerouted to the main on Heyders Road.

Option 2 provides the most cost, time benefits and resilience advantages as follows:

Cost benefits

Replacing the existing conventional gravity system with a pressure wastewater system has the lowest construction cost.

Time benefits

A pressure wastewater system will be the fastest and least disruptive option to install as

the pipes can be installed at a shallow depth, typically with little or no dewatering and using trenchless construction methods.

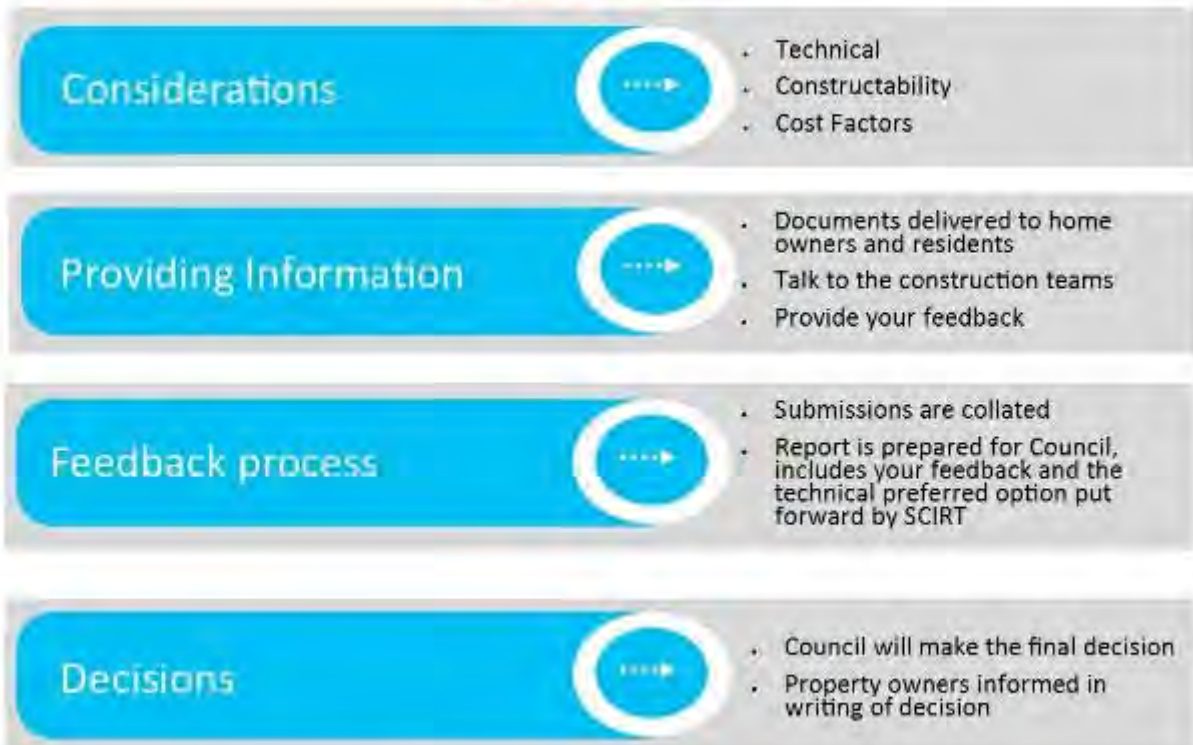
As previously mentioned, Option 1 would involve deep trenching on Nautilus Place. This type of work is more time consuming, dangerous and disruptive than the work required to install a pressure wastewater system (Option 2).

Resilience advantages

Spencerville is an area at risk of liquefaction and ground movement. A pressure wastewater system can operate effectively with dips and rises in the pressure pipelines.

Also, the pipes are made from polyethylene (PE) which is flexible and strong. This would ensure the system is better able to withstand future earthquakes. As the system is installed at a shallow depth it would also be faster,

Summary of the consultation process for Nautilus Place, 29 and 33a Heyders Road





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Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

.....
.....
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PO Box 7377
Sydenham
Christchurch 8240

Please fold with the reply paid portion on the outside, seal and return by **5pm, Monday 15 June 2015**

ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name:

Address of your property in consultation area:
.....

Your postal address (if different from above):
.....

Phone: Daytime: Cell: (Optional)

Email: (Optional)

Appendix 3: Invitation distributed by SCIRT for the Community Meeting



Project #11058

Nautilus Place, Spencerville - Wastewater system consultation

Notice of a public meeting

Monday 15 June, 7pm

Venue - Spencer Beach Holiday Park TV room

Invitation to a public meeting

Downer/SCIRT have sent you a document titled "Seeking Your Feedback". This is regarding consultation for a wastewater system for Nautilus Place and 33a Heyders Road.

This consultation document is requesting your response on whether you agree or disagree that properties on Nautilus Place should use a pressure wastewater network.

This is not a consent document.

Downer Communications have talked with a number of you on the phone and face to face.

To answer your questions and to offer an opportunity to talk to residents we have not yet meet, we are holding this public meeting on Monday evening. Downer will have Engineers and Communication personnel available to talk with you.

KEY	
	Properties affected
	Pipe renewal required
	Pipe repair required
	No repair required

Note - the date to return your feedback has been extended to 5pm, Wednesday 17 June 2015.

Spencer Beach Holiday Park have kindly offered their TV room.

Directions—drive past the office, through the gate, follow the road to the right and the TV room is on your left.

Looking forward to seeing you on Monday night.

Downer Communications

0800 300 410



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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: Duncan Hurren

Address of your property in consultation area:
5 Nautilus Place
Spencerville

Your postal address (if different from above):
.....

Phone: Daytime: 385 3312 Cell (Optional) 021 684 645

Email: (Optional) d.hurren@hug.co.nz



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Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

I have several questions regarding the proposed scheme that I would like answered

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: TREVOR LITTLE

Address of your property in consultation area:
9 NAUTILUS PLACE

Your postal address (if different from above):
.....

Phone: Daytime: see cell Cell: (Optional) 0210300880

Email: (Optional) lyttlemon@xtra.co.nz

Sarah McLeod

From: James Nicol <tek@clear.net.nz>
Sent: Wednesday, 17 June 2015 4:10 p.m.
To: EQinfo
Cc: 'Margaret'
Subject: Spencerville
Attachments: Spencer Sewer .pdf

Categories: Sarah

16 Nautilus Place, Spencerville.

Hi Sarah.

Hope this email reaches you.

Our consent and comments in the attachment.

As per our onsite discussion this morning, I can confirm the following: -

- The bushes / trees on the section front caravan port side will be removed.
- It is intended to concrete that area as part of the driveway within 1 metre of the boundary fence.
- The drive will split into two levels, one at ground level for caravan port the other 500mm above for the garage. This adds a complication to the pump position.
- This implies that no matter the final pump position, the unit may have to be mounted in a concrete area.
- We need to seriously consider a position for the controller box.
- Don't mind the control box on the caravan port wall as long as it can be recessed similar to the meter box.
- If recessing is an option then we would expect the box depth to be no deeper as the meter box.
- Time lines are important as the box installation would ideally be accomplished soon i.e. before the internal / external cladding is installed.
- Cannot confirm the existing service run direction.
- More discussion required around equipment positioning.

Appreciate yours and I think it was Andrews help this morning.

Regards

Jim.



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Building a stronger wastewater network

Feedback Form

June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

ADVANTAGES

* RELIABILITY - RESISTANCE TO BACK PRESSURE - NOT RELIANT ON GRAVITY - REDUCED LIFE TIME OPERATING COSTS - POSSIBLY MORE RESISTANT TO FURTHER SEISMIC EVENTS - EASIER TO INSTALL COMPARED TO THE ALTERNATIVE

* DISADVANTAGES - EXTRA KIT ON PRIVATE PROPERTY - PRIVATE MAINS CONNECTION REQUIRED - INGROUND PARTWORKS - CURRENT SYSTEM SEEMS TO BE WORKING HOWEVER WE ARE AWARE OF DAMAGE TO ONE INTERSTREET CONNECTION -

- NEGOTIATION REQUIRED FOR KIT ON SITE POSITIONS.

Michael **Joe Nicol**
16 / NAUTILUS.

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

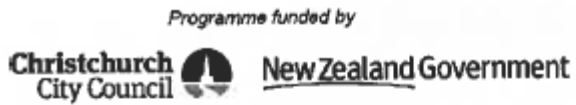
Your name: JAMES NICOL & MARGARET NEWDICK

Address of your property in consultation area: 16 NAUTILUS PLACE,
SPENSERVILLE, 8083 CHRISTCHURCH

Your postal address (if different from above):

Phone: Daytime: Cell: (Optional) 0277011193

Email: (Optional) tek@clear.net.nz



Building a stronger wastewater network

Feedback Form

June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

Cost

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: Paul Allen

Address of your property in consultation area: 2 Nantlus Place

Your postal address (if different from above):

Phone: Daytime: _____ Cell: (Optional) 027 207 8616

Email: (Optional) _____



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Building a stronger wastewater network

Feedback Form

June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree

Agree

Neither agree / disagree

Disagree

Strongly disagree

Please provide reasons for your answer above (Optional)

Understand the systems and agree against gravity. Only concern the latency inside the tank a small detail re tank operation

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: GRANT & IVA HAMILTON

Address of your property in consultation area: 6 NAUTILUS PLACE
SPENCERVILLE

Your postal address (if different from above):

Phone: Daytime: ⁰²¹ IVA ~~2926515~~ 2926515
Cell: (Optional) Grant 022 329 8553

Email: (Optional) ghamilton@chickscollege.com
ivahamilton9@gmail.com



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Building a stronger wastewater network

Feedback Form

June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

I THINK ITS BETTER TO HAVE A SYSTEM THAT WILL WORK IF IT HAPPENS AGAIN IN THE FUTURE.

OUR HOUSE HAS BEEN DEMOLISHED, & WE HAVE NOT BUILT ANOTHER YET. DO WE HAVE TO PAY FOR THE PRESSURE SYSTEM LATER IF WE DONT BUILD YET, OR DO THEY INSTALL IT AT THE TIME WE BUILD, AT THERE COST.

BRYAN @ 12 NAUTILUS PLACE.

OUR TIME TO COMMENT IS NOW TO HELP YOUR FEEDBACK FORM



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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: BRYAN KERSE

Address of your property in consultation area:
12 NAUTILUS PLACE, SPENCERVILLE

Your postal address (if different from above):
51 HOBSONS ROAD
RD2 - LANCIORA 7472

Phone: Daytime: (03) 3128091 Cell: (Optional) 0275 323739

Email: (Optional) ~~BE~~ bryan.kerse@gmail.com



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Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: Remon Koolen

Address of your property in consultation area:

10 NAUTILUS PLACE

Your postal address (if different from above):

Phone: Daytime: _____

Cell: (Optional) 074 298 673

Email: (Optional) _____



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Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

We dont care which system is installed provided the lift station is located out in the park behind 1 Nautilus Place at least 20m away from the boundary. We also want the established vegetation at the roundabout disturbed as little as possible.

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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: Richard Clarke

Address of your property in consultation area: 1 Nautilus Place

Your postal address (if different from above):
.....

Phone: Daytime: Cell: (Optional) 0273177693

Email: (Optional) liz.clarke.907@hotmail.com



Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

As it appears that the new lift station is to be located on our property frontage, I would like more information on what that is going to look like please.
Thanks, K. Clarke

P.S. Since the lift station is located at our property, does this mean ~~with~~ we will not need a collection chamber and pump, since we can gravity feed the lift station?

CUT HERE TO COMPILTE AND RETURN YOUR FEEDBACK FORM



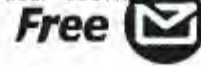
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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: Richard Clarke

Address of your property in consultation area:
1 Nautilus Place
Spenceville 8083

Your postal address (if different from above):
.....

Phone: Daytime: Cell: (Optional) 0223177693

Sarah McLeod

From: Loch-Moy@xtra.co.nz
Sent: Tuesday, 16 June 2015 4:16 p.m.
To: Sarah McLeod
Subject: Attn, Sarah McLeod RE 15 Nautilus Place, Proposed Waste Water Systems
Attachments: 15 Nautilus Place, Proposed Waste Water Systems002.jpg; 15 Nautilus Place, Proposed Waste Water Systems001.jpg

Dear Sarah

I have attached the Nautilus Place, Spencerville - Waste Water Feed back form with reasons for our decision.


Thanks very much for you and other Downer staff for coming out to talk to us on Thursday, 11th of June and also last night at the Spencer Camp. Both sessions were very helpful.

Regards

Christine Mackintosh
15 Nautilus Place,
Spencerville,
8083.

Phone (03) 329 8005



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Building a stronger wastewater network

Feedback Form June 2015

Please share your views with us by ticking the relevant circle:

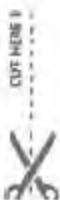
Do you agree that the properties on Nautilus Place and 33a Heyders Road should use a pressure wastewater network?

Strongly agree Agree Neither agree / disagree Disagree Strongly disagree

Please provide reasons for your answer above (Optional)

1. Prefer Option 1, Enhanced Gravity wastewater.
2. Do not want an underground collection chamber and pump installed on our property. Or have electric cables running from a control box on the house wall to the collection chamber pump.
3. Do not want to enter into the consent process with the Council, or have the consent notice showing on our property LIM.
4. A collection chamber could not be put close to the house because there are two waste water pipes coming from different places and they only join near the entrance boundary.
5. The house at no 15 Nautilus is due to be demolished within 18 months. A collection chamber and other equipment would have to be removed for land remediation work. It would be a waste of time and money to install a collection pump and associated equipment.

Emailed Tuesday, 16 Jun 2015, by Christine Mackintosh.



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ANONYMOUS SUBMISSIONS WILL NOT BE CONSIDERED.

Submission for: SCIRT project number 11058

Your name: CHRISTINE & DOUGLAS MACKINTOSH

Address of your property in consultation area:
15 NAUTICUS PLACE, SPENCERVILLE, 8083

Your postal address (if different from above):

Phone: Daytime: 329-8005 Cell: (Optional)

Email: (Optional) loch-may@xtra.co.nz

INFRASTRUCTURE, TRANSPORT AND ENVIRONMENT COMMITTEE 6. 8. 2015

8. INFRASTRUCTURE REBUILD MONTHLY UPDATE

		Contact	Contact Details
Executive Leadership Team Member responsible:	Director FIR Group	N	
Officer responsible:	General Manager Infrastructure Rebuild	Y	
Author:	John Mackie	Y	03 941 6548

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The Facilities and Infrastructure Rebuild team was established in September 2014 to focus almost entirely on rebuild related projects while the business as usual activities of Council Operations was transferred into the Chief Operations Officer's unit, to deal with the day to day activities of running the city.
- 1.2 The Infrastructure Rebuild Unit is responsible for delivering the repair and rebuild of earthquake damaged horizontal infrastructure (including 3 waters, roading and some infrastructure related greenspace projects) whether by SCIRT or other contractors outside the alliance.
- 1.3 The total value of the infrastructure rebuild programme is in the order of NZ\$3 billion, subject to final funding approvals.

2. EXECUTIVE SUMMARY

- 2.1 The infrastructure rebuild unit is responsible for the delivery of all horizontal infrastructure rebuild projects that are eligible for funding under the CCC-Crown cost share agreement. This includes earthquake damaged transport assets, water and wastewater networks, stormwater and land drainage facilities as well as a limited number of green-space assets such as memorials, statues and retaining walls. The attached report provides an update on both SCIRT and non-SCIRT horizontal infrastructure works based largely on the previous month end progress results and highlighting recent activities to date.

3. BACKGROUND

- 3.1 The attached report (**Attachment 1**) is a brief summary of key activities carried out through the month in both SCIRT and non-SCIRT work programmes and the most recent SCIRT Handover Report is shown at (**Attachment 2**).

4. COMMENT

- 4.1 Please refer to the commentary outlined in the attached report.

5. FINANCIAL IMPLICATIONS

- 5.1 Please refer to the summary contained in the attached report.

6. STAFF RECOMMENDATION

It is recommended that the Committee:

- 6.1 Receive the information in this report.



Infrastructure Rebuild Report



Archive - Original Construction of New Brighton Pier, 1997

Update for July 2015

John Mackie
General Manager
Infrastructure Rebuild

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Appendices

1. SCIRT Handover Report as at 30 June 2015 Trim 15/869053

1. Introduction

The infrastructure rebuild unit is responsible for the delivery of all horizontal infrastructure rebuild projects that are eligible for funding under the CCC-Crown cost share agreement. This includes earthquake damaged transport assets, water and wastewater networks, stormwater and land drainage facilities as well as a limited number of green-space assets such as memorials, statues and retaining walls.

This report provides an update on both SCIRT and non-SCIRT horizontal infrastructure based largely on the previous month end progress results and highlighting recent activities to date.

2. Activities for the Month

The following table outlines the SCIRT life-to-date progress on repairing the horizontal infrastructure (roads and 3 waters) for the period ended June 2015. SCIRT are approximately 75% through their programme and will soon be completing their work within the central city.

Table 1: SCIRT infrastructure rebuild progress as at 8 July 2015

			Network Total	Current in Scope	% of Network	Estimated Construction Complete	% Complete
Wastewater	Reticulation	km	1773	489	28%	324	66%
	Pump Station repair	No.	164	46	28%	34	74%
	Pump Station new	No.		35		22	63%
	Lift stations	No.		63		32	51%
Water Supply	Reticulation	km	3403	85	3%	72	84%
	Pump Stations & Reservoirs	No.	177	26	15%	20	77%
Stormwater	Reticulation	km	941	74	8%	36	49%
	Pump Station repair	No.	35	7	20%	4	51%
	Pump Station new	No.			-		
Roading	Carriageway	m ²	11671807	1628242	14%	1026902	63%
	Bridges/	No	303	152	50%	121	80%
	Culverts	No					
	Retaining Walls	No.	1867	188	10%	116	62%

2.1 Transport Rebuild - Update

Sumner Corridor

Funding has been confirmed for the Sumner-Lyttelton Corridor. Geotechnical investigation and design is underway on the city side of the route (Wakefield Ave, Clifton Hill, Deans Head and Moa Point). Resource consents have been granted for the works associated with the Sumner Road (Lyttelton) section of the corridor. First Phase works above Sumner Road (Lyttelton) are expected to start in August 2015. This will involve the removal of loose boulders and rock splitting in Zone 3A - Urumau and Buckleys Bay Reserve.



Figure 2.1 Closed section of Sumner Road, overlooking Lyttelton Harbour

Mass Movement

Egnot Heights - Minor finishing works are underway and the works should be fully complete by end July.

Maffeys Rd - Earthworks at #3 Maffeys Road are complete and the construction of the bund at McCormacks Bay Road is scheduled to commence in August 2015.

Quarry Rd / The Brae - Ground testing is complete at this site. Demolitions of the properties which have been acquired by CCC are almost complete. Interim land management works have been implemented to control stormwater, erosion and sediment on the site after the demolition phase, prior to the final remediation of the site. The site will now be surveyed and a revised engineering concept developed.

Taupata St - Sediment control systems are in place to manage sediment from earthworks on Egnot Heights, access ramp built and bund construction is approximately 95% complete. The earthworks are expected to be finished in August 2015 and the bund will then be planted.

An Accessible City

TP10 Lichfield Street 2 way conversion

The first section of Lichfield Street (Colombo to Manchester) is under construction by Fulton Hogan. We originally had a planned completion of the end of April to co-ordinate with the opening of the Interchange, but access delays to the site have prevented all the works being able to be started so work continued into June. Part of the street outside the new Crossing Development will need to be completed after that is constructed, as contractors will be driving on the footpath area during construction. We expect this work to be able to be done in early 2016. The remaining block between Colombo and Durham is planned for construction in January/ February 2016. This has been programmed to follow the completion of the demolition of the Lichfield Street parking building in November 2015. This section of Lichfield Street will be converted to two-way in the next two weeks to accommodate regional bus services using the Interchange from the end of July. The two-way will allow buses to travel to Durham Street rather than trying to left turn into Colombo.

TP11 Colombo Street (Hereford to St Asaph)

Ongoing conversations are occurring to coordinate this project with the high level of vertical building activity in the general area. There are four major new buildings being constructed and this limits what areas can be worked on at various times. Therefore this project is occurring in stages.

The first section of the construction was tendered with TP10 Lichfield Street to allow completion of the Interchange frontages and these works are underway currently. The remaining section has been tendered and the contract has been awarded to Fulton Hogan Ltd with work getting underway in late April and expected to be complete in October this year.

TP1a/5 (Hospital Corner and Hagley Ave)

Construction is complete. There is some minor tree planting still to be completed but there are some quality issues with the previous planting works on the site so the trees have been delayed while this issue is resolved. There are ongoing conversations with the subcontractor regarding their quality assurance systems and work done to date and it is likely that a number of damaged trees will need to be removed, the soil replaced and new trees installed. This will be at the contractor's cost. The remaining trees that had not been planted will be done at the same time as this remedial work.

TP9-11 (Tuam, Colombo, Lichfield)

The remaining blocks of Tuam Street (Manchester to Barbadoes) have been tendered and awarded to Isaac Construction, with works now underway and planned to be completed in October 2015.



Figure 2.3 AAC First Phase Works, Lichfield Street

Lichfield St Carpark

The demolition of the existing Lichfield St carpark building will be completed in November 2015. An RFP for two options (Design & Build (D&B) and Design Build Own Operate Transfer (DBOOT)) is being prepared during July 2015 and will be sent out to the market in August 2015.

New Brighton Pier

Discussions with the insurer continue with an agreement still to be reached. However, concept repair solutions are being developed into a working concept and then will progress to detailed design.



Figure 2.5 Archive - Original Construction of New Brighton Pier, 1997

2.2 CWTP (Wastewater Treatment Plant) Restoration

Repairs to Trickle Filter 1 ring beam & odour extract duct continue with the 2nd section of ring beam completed and the extract plenum and duct close to completion (see photo). On completion the Trickle Filter 1 odour extraction system will be reconnected into stage 2 enabling the decommissioning and demolition of the 3rd of 4 stages.



The Consultancy Services Agreement for the CWTP (1 July 2015 to 30 June 2020)

tender process has been concluded with CH2M Beca being re-selected and are now contracted until 2020. During July the CWTP project group will be finalising the planned restoration programme to be completed over the next 3 years. Prioritisation will consider the criticality of the repair, and will match this to a site-wide strategy to enable repairs minimising the disruption to the process.

As reported last month further repair works (~ \$30M) are in holding pattern until the insurance settlement discussions are concluded satisfactorily, as noted above planning is proceeding on at least a partial resolution this year.

2.3 Water Reticulation, Reservoirs and Pumping

A number of water supply assets were damaged during the earthquakes which are not included within SCIRT's scope includes 147 wells (and headworks) and around 62 pump stations. The rebuild has been divided into 3 work scopes - Well Headworks Repairs, Well Redevelopment and Wells Replacement.

Wells Headworks Repairs: All programmed repair work has been completed since November 2014. Bexley and Averill well damage assessments have not been done as there are plans to relocate these pump stations.

Wells Redevelopment

12 wells have been identified to be redeveloped.

There are 5 other wells, Bexley Wells 01 and 02 and Averill Well, 01, 02 and 03 which have not been developed. Bexley pump station is likely to be relocated.

A new pump station to replace Averill Pump Station is planned to be done in 2025. Investigation works are in progress to assess whether the wells need to be replaced at this point of time. Decision is expected to be made by September 2015.

Wells Replacement

Out of 17 confirmed wells to be replaced, 13 have been commissioned and handed over and work on the remaining 4 is in progress.

At Jeffrey's Station, the HAIL (Hazardous Activities and Industrial Land) investigation is now complete. New Well 09 will be temporarily connected, while the new wells 07 and 08 will only capped until the suction tank is repaired.

Keyes Pump Station Well 03 final connection work is in progress and will be commissioned early FY16.

Programme scheduling and cash flows forecast have been done. These will be firmed up in early August once the FY16 budgets are finalised.

2.4 Stormwater and Land Drainage

Dudley Creek

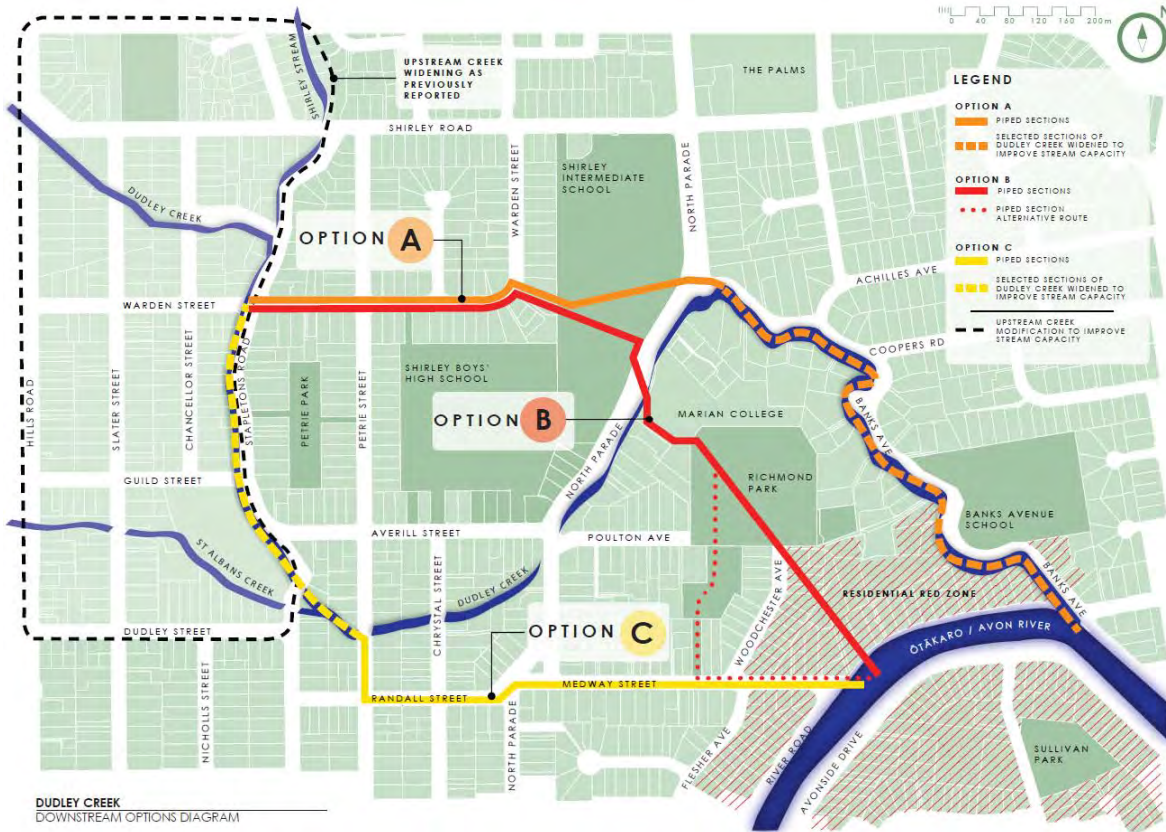
Works are progressing on site to enlarge the Shirley Road culvert on Shirley Stream.

Upstream of Petrie Street detailed design is progressing and the team are targeting starts on site from September on Dudley Creek - between Slater St and Stapletons Rd that includes Julius Terrace. Affected residents have been advised of the proposals and a meeting was held on site on 10 July.

Downstream options have been progressing and public consultation closed 8 July 2015. Consultation booklets were delivered to around 1300 homes in the affected area. A public meeting was held with residents adjacent to Option C on 11 June, with three other drop-in sessions during the consultation period.

Three options were consulted on.

- Option A - Warden Street, Shirley Intermediate School piped bypass and localised Banks Avenue channel works.
- Option B - Warden Street, Shirley Intermediate School, Marian College, Richmond Park and Residential Red Zone (or Medway Street) piped bypass.
- Option C - Localised Stapletons Road channel works and piped bypass in Petrie Street, Randall Street and Medway Street.



Option A is expected to cost between \$28 million and \$33m, Option B between \$32m and \$39m, and Option C between \$26m and \$31m.

Option A impacts 122 trees, Option B 44 trees, and Option C 70 trees.

A report is currently being prepared for the Council meeting on 13 August that will make a recommendation on the preferred route. Officers are using a multi criteria analysis together with the analysis of the feedback from the public consultation to help identify a recommended option.

The project team are still working towards a works completion of mid-2017.

Tidal Barrier

The pre-feasibility study is now in its final stage and a report is expected from the consultants 23 July 2015. The scope of this investigation was extended to include a more detailed consideration of stopbank scenarios with or without a tidal barrier. This will give a better understanding of any cost savings or other benefits accruing from a tidal barrier.

This will ultimately help inform a decision on whether or not to progress to a full feasibility assessment.

Committee members are referred to the separate Tidal Barrier report for further detail.

Land Drainage Recovery Programme (LDRP)

A focus is being given to the current 2015/16 works programme and a number of high priority schemes are being developed for a potential early start of works. Suitable candidates for fast-tracking at this stage include, in addition to Dudley Creek;

- Temporary stop banks
- Bells Creek
- Knights Drain
- Cranford Basin
- Dudley Creek tributaries
- City Outfall Drain
- Wairarapa Stream
- Brittans Drain
- Estuary Drain
- Sumner Main Drain
- Upper Heathcote Storage
- Matuku Waterway

The Committee's LDRP Working Group are working with staff on the development of this current year programme and more details will be reported back to this Committee as investigations/designs progress and a prioritised programme can be confirmed.

There are a significant number of investigations currently underway and as these investigations progress, and options are identified for physical works, the budgets set aside for these projects will be confirmed. The projects may also be reprioritised within the wider programme as city wide modelling and specific project investigations due later this year better inform future recommendations on a delivery programme to Council.

LDRP investigations that are active i.e. have been commissioned or are being actively scoped include projects in the following table:

LDRP Project Number	LDRP Project Category	Project Description	Phase
LDRP 29	Upstream Rivers and Tributaries	Bells Creek Desired Profile - Lower Heathcote	Investigations progressing. Investigations to be completed August 2015.
LDRP 12	Upstream Rivers and Tributaries	Steamwharf Drain - Lower Heathcote	Investigations progressing. Investigations to be completed November 2015.
LDRP 21	Upstream Rivers and Tributaries	Shirley Stream - Lower Avon/Dudley Creek	Investigations scheduled July - October 2015.
LDRP 22	Upstream Rivers and Tributaries	St. Albans Creek - Lower Avon/Dudley Creek	Investigations scheduled July - October 2015.
LDRP 2		Temporary stopbank management - short to medium term	Tender to be awarded 3 July 2015. Investigations to be completed October 2015

LDRP 39	Lined and Unlined Drains	Mairehau Drain - Lower Avon/Dudley Creek	Incorporated within Dudley Scheme Design
LDRP 36	Lined and Unlined Drains	Bings Drain - Lower Avon/Dudley Creek	Investigations June - October 2015
LDRP 66	Analysis, Optioneering & Concept Design	Cranford Basin Active Management	Investigations June - October 2015.
LDRP 15	Upstream Rivers and Tributaries	Upper Heathcote - Above Colombo Street	Investigations progressing. Stage One Investigations to be completed by August 2015. Stage Two Investigations to be completed February 2016.
LDRP 24	Upstream Rivers and Tributaries	Waimairi Stream - Upper Avon	Currently being scoped. Investigations July - January 2016.
LDRP 25	Upstream Rivers and Tributaries	Wairarapa Tributaries (Cross and Taylor Streams)	Investigations scheduled July - January 2016.
LDRP 64	Upstream Rivers and Tributaries	Wairarapa & Wai-iti Streams	Investigations scheduled July - January 2016.
LDRP 35	Lined and Unlined Drains	City Outfall Drain	Investigations progressing. Investigations to be completed September 2015.
LDRP 37	Lined and Unlined Drains	Knights Drain - Lower Avon	Investigations progressing. Investigations to be completed August 2015.
LDRP 38	Lined and Unlined Drains	Brittans Drain - Lower Avon	Investigations progressing. Investigations to be completed September 2015.
LDRP 55	Lined and Unlined Drains	Estuary Drain - Lower Avon	Investigations progressing. Investigations to be completed August 2015.
LDRP 74	Upstream Rivers and Tributaries	Rowses Road / Estuary Drain	Investigations progressing. Investigations to be completed August 2015.
LDRP 44	Modelling	Integrated city wide flood and floor level modelling	Investigations progressing. Investigations to be completed December 2015.
LDRP 95	Modelling	Wet Weather Event Recording	Currently being scoped.
LDRP 62		Pre-Feasibility Estuary Barrier	Report to be completed August 2015.
LDRP 33	Lined and Unlined Drains	Condition and Damage assessment	Investigations progressing. Stage One Investigations completed. Stage Two Investigations, includes timber-lined drains, and will be completed in December 2015.
LDRP 7	Analysis, Optioneering and Concept Design	Options and guidelines for outfall structures and open channels	Investigations progressing. Investigations to be completed July 2015.
LDRP 50	Analysis, Optioneering	Post-earthquake filling of land	Investigations progressing. Stage One Investigations in completed May 2015. Currently re-scoping Stage Two Investigations.

	and Concept Design		
LDRP 3	Downstream Rivers	Down Stream Rivers: Bank Treatment	Currently being scoped. Investigations scheduled September - December 2015.
LDRP 63	Downstream Rivers	Investigation River & Tidal Flood Protection	Completed
LDRP 94	Downstream Rivers	Tidal Barrier Impacts on Flood Defence Options - Stages 1 & 2	Investigations scheduled to be completed May 2016.
LDRP 47	Analysis, Optioneering and Concept Design	Halswell River catchment modelling	Investigations progressing. Investigations to be completed September 2015.
LDRP 9	Downstream Rivers	Styx River operational water levels	Investigations progressing. Stages One and two Investigations completed. Modelling Stage to be completed after Citywide Modelling completed.
LDRP 1	Operations	Modifying Land Drainage Maintenance Contracts for Earthquake Effects	Investigations progressing. Investigations to be completed June 2015.
LDRP 55	Planning and Policy	Private Property & Land Drainage	Completed
LDRP 46	Operations	Flockton Basin rainfall response plan	Completed
LDRP 56	Modelling	Assessment of Filling Building Platforms	Completed
LDRP 57	Private Property & Land Drainage Programme	Port Hills	Investigations ongoing. This project involved assessment of the post-earthquake condition assessment of the waterways on the Port Hills.
LDRP 58	Upstream Rivers and Tributaries	Bank Stability	Completed. This project examined case studies that lead to the development of standard repair strategies for bank treatment. The programme uses this information to apply the standard solutions to speed up investigations.
LDRP 59	Modelling	Insurers Responses	Completed
LDRP 61	Modelling	Stormwater Modelling	Completed

3. Health and Safety

One lost time injury occurred during the month involving a back injury a worker sustained while moving a road sign. This was treated at a medical centre and 4 days of bed rest. A review is being carried out to best methodology to manoeuvre the level two traffic signs.

The following table details the Health and Safety statistics for the Infrastructure Rebuild Group including SCIRT, Water and Waste Rebuild, Transport Rebuild, non-SCIRT and Land Drainage Rebuild projects for the month of June 2015.

Table 2: Health and Safety Statistics

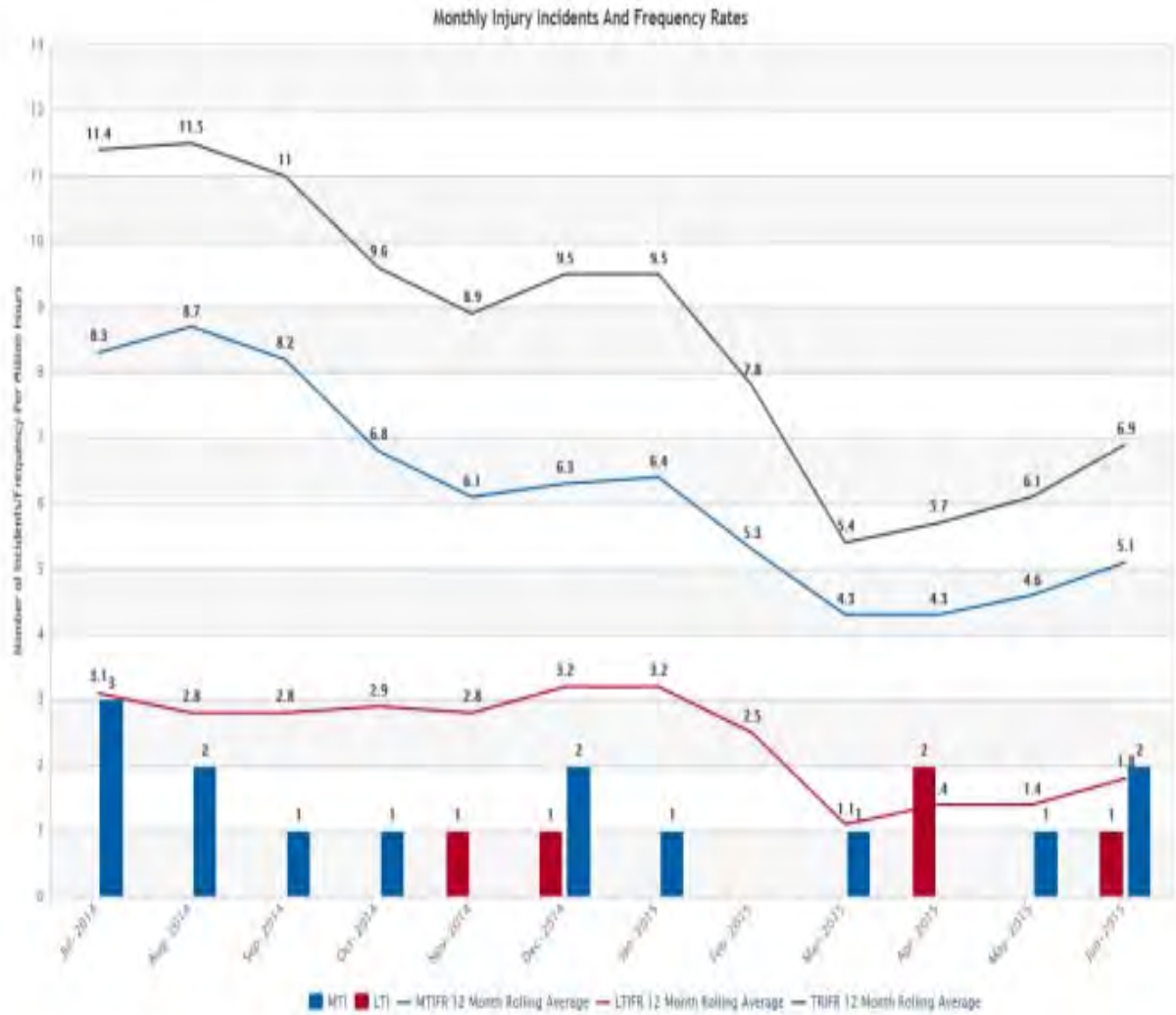
Christchurch City Council - Facilities and Infrastructure Rebuild

Health and Safety Statistics - Month of June 2015

	IRG Totals	Land Drainage	Water Waste	Transport	SCIRT	Non-SCIRT
Near Misses	457	0	0	2	454	1
First aid injuries (FAI)	5	0	0	0	5	0
Medical Treatment Injuries (MTI)	2	0	0	0	2	0
Lost Time Injuries (LTI)	1	0	0	0	1	0
No. of days lost to LTIs	4	0	0	0	4	0
No. of hours worked	220,748	1,344	280	1,512	214,845	2,767
LTIFR	0	0	0	0	0	0
MTIFR	0	0	0	0	0	0
TRIFR (LTI + MTI)	0	0	0	0	0	0
Health and Safety Statistics - Year to Date June 2015						
	IRG Totals	Land Drainage	Water Waste	Transport	SCIRT	Non-SCIRT
Near Misses	11,084	0	0	0	11,074	10
First aid injuries (FAI)	406	0	0	0	341	4
Medical Treatment Injuries (MTI)	67	0	0	0	67	1
Lost Time Injuries (LTI)	30	0	0	0	30	0
No. of days lost to LTIs	209	0	0		209	0
No. of hours worked	9,894,275	6,772	1,680	16,308	9,836,009	33,506
SCIRT						
LTIFR ¹ (12 month average)	1.8	0	0	0	5	
MTIFR ²	5.1	0	0	0	9	
TRIFR ³ (LTI + MTI)	6.9	0	0	0	14	

1. Lost Time Injury Frequency Rate
2. Medical Treatment Injury Frequency Rate
3. Total Recordable Injury Frequency Rate

SCIRT Injury Occurrence and Frequency Rates



Notes:
 MTIFR - Medical Treatment Injury Frequency Rate
 LTIFR - Lost Time Injury Frequency Rate
 TRIFR - Total Recordable Injury (MTI + LTI)
 All Frequency Rates based on 1 million hours worked

4. Environmental

There have been three minor incidents in the month of June with archaeological authority requirements. The non-compliances have been discussed with Heritage NZ, they have indicated they would like to undertake sites visits in July and see how SCIRT self manages non-compliances. SCIRT are encouraging and enabling these visits.

The archaeological authorities under which SCIRT teams work was granted under the earthquake recovery legislation. This expires in April 2016. There is a cabinet paper awaiting decision in regard to extending the archaeological authorities. If this is granted it will save a vast amount of re-work. This request for extension is supported by CCC, SCIRT and Heritage NZ.

Resource consent for the work on the remaining seawall at Beachville Road will be issued in July by ECan.

Table 3 – Environmental Statistic for May

The table below lists the Programme Environmental statistics for the month.

Description	Jun-15	LTD
Quality of Environmental Auditing Result - Programme	74	84.2 12 Month Average
Environmental Hazards	95	4,177
Environmental Opportunities	1,413	38,307
Environmental Team Initiatives	3	269
Community Organised Events	0	86
Number of Environmental Incidents	9	985
Infringement Notices	0	0
Abatement Notices	0	1
Criminal Legal Proceedings	0	0
Fines	0	0
Environmental Near Miss	64	556
Environmental Audits	117	4,997
Major Environmental Non-compliance	0	5
Environmental Compliance Questionnaire	1.0	1.3 12 Month Average

5. Quality

There is an increase in NCRs this month. This is mainly due to 2 specific reasons. The first one being that the improvements to business systems identified 85 historic NCRs that had not previously been counted for. The second reason is the increase in NCRs in relation to pipelining as sample data has been received. Although we have seen the increase in NCRs on the pipelining it also acknowledged that it is a positive approach to receiving and resolving issues.

Table 4 Non Conformance Report

Ageing NCRs by Delivery Team as of 1st July 2015

Open For	City Care	Downer	Fletcher Construction	Fulton Hogan	McConnell Dowell	Total
0-3 Months	20	8	15	2	19	64
3-6 Months	29	1	18	3	2	53
6-9 Months	1	1	0	1	3	6
9-12 Months	6	1	2	1	2	12
> 12 Months	21	1	2	0	6	30
Team Total	77	12	37	7	32	165

6. Financials

6.1 City Wastewater Treatment Plant Restoration

Over the month \$590,862 was spent bringing the expenditure to date to \$45,551,244 (including the ponds). The claim lodged indicates that it will cost a further \$32,102,616 (as against \$29,126,307 remaining from the July 2011 budget) to restore the plant over the next 3 years, however indications are that Council is unlikely to be fully paid from insurance for the planned items and planning is underway to trim the planned expenditure to the minimum acceptable settlement, without compromising on the functionality and asset condition of the restored facility.

Table 5 - Expenditure to Date (yr 14/15)

	Budget Yr 14/15	Year to Date 30 June 15	
New Projects	\$2,657,239		Deferred Pending Insurance Settlement
Outlet Structure	\$273,435	\$236,186	Complete
Buildings	\$700,000	\$0	Deferred Pending Insurance Settlement
Digesters	\$2,600,000	\$1,293,595	Digester 5 scope being reviewed.
Trickling Filters	\$3,439,379	\$2,107,752	
General Civil & Structural	\$225,804	\$239,118	
	\$9,895,857	\$3,876,651	
TOTAL TO DATE		\$45,551,244	59%
TO COMPLETE		\$32,102,616	

6.2 SCIRT Financial Summary

Table 6: SCIRT Results to July 2015

Programme	Life to Date	Cost to Complete	Forecast Final Cost	Percent Complete (based on FFC)	Percent of Programme Cost (based on FFC)
Asset Assessment	130,136,571	1,382,000	131,518,571	99%	6%
Design	128,379,823	11,351,060	139,730,883	92%	6%
Delivery	1,015,851,833	402,165,679	1,418,017,512	72%	64%
Total Direct	1,274,368,227	414,898,739	1,689,266,966	75%	76%
Delivery Indirect	100,005,798	48,002,134	148,007,932	68%	7%
SCIRT Indirect	109,874,064	26,348,431	136,222,494	81%	6%
Total Indirect	209,879,862	74,350,564	284,230,426	74%	13%
Limb 1	1,484,248,089	489,249,304	1,973,497,392	75%	89%
Limb 2	175,639,558	61,244,473	236,884,031	74%	11%
TOTALS	1,659,887,646	550,493,777	2,210,381,423	75%	100%

7. Programme

Table 7: SCIRT Summary Programme June 2015

96% of Central City Work is complete



75% of the whole SCIRT programme is complete



8. SCIRT Projects in Handover

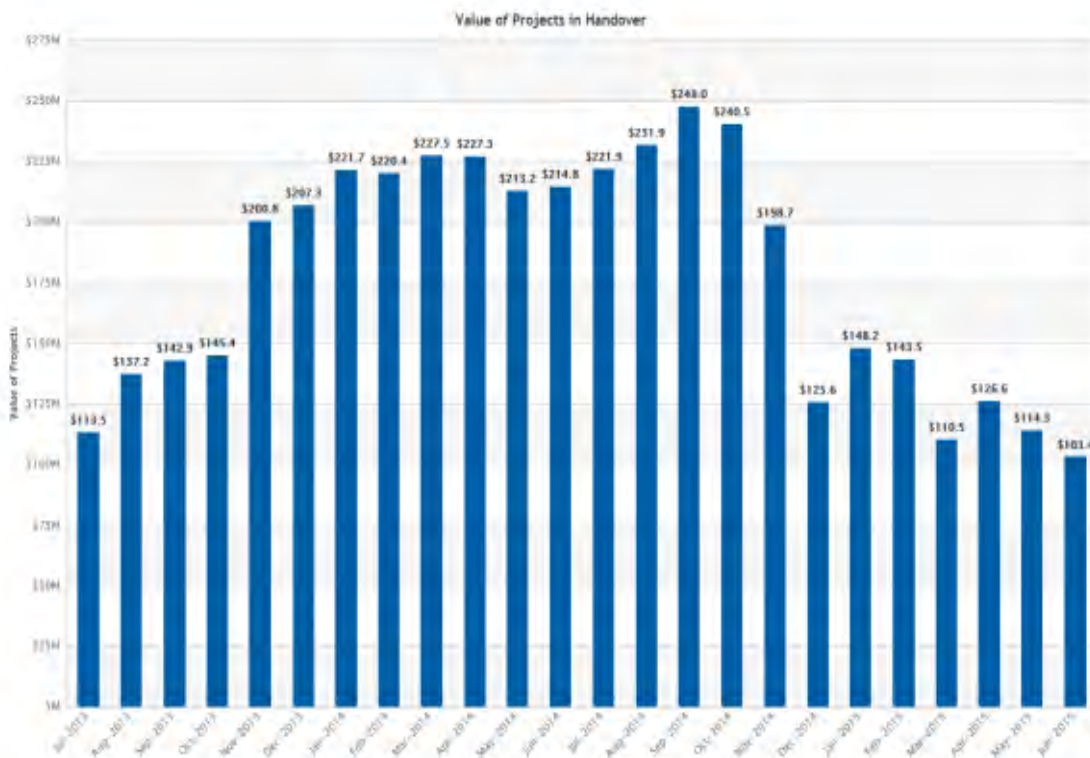
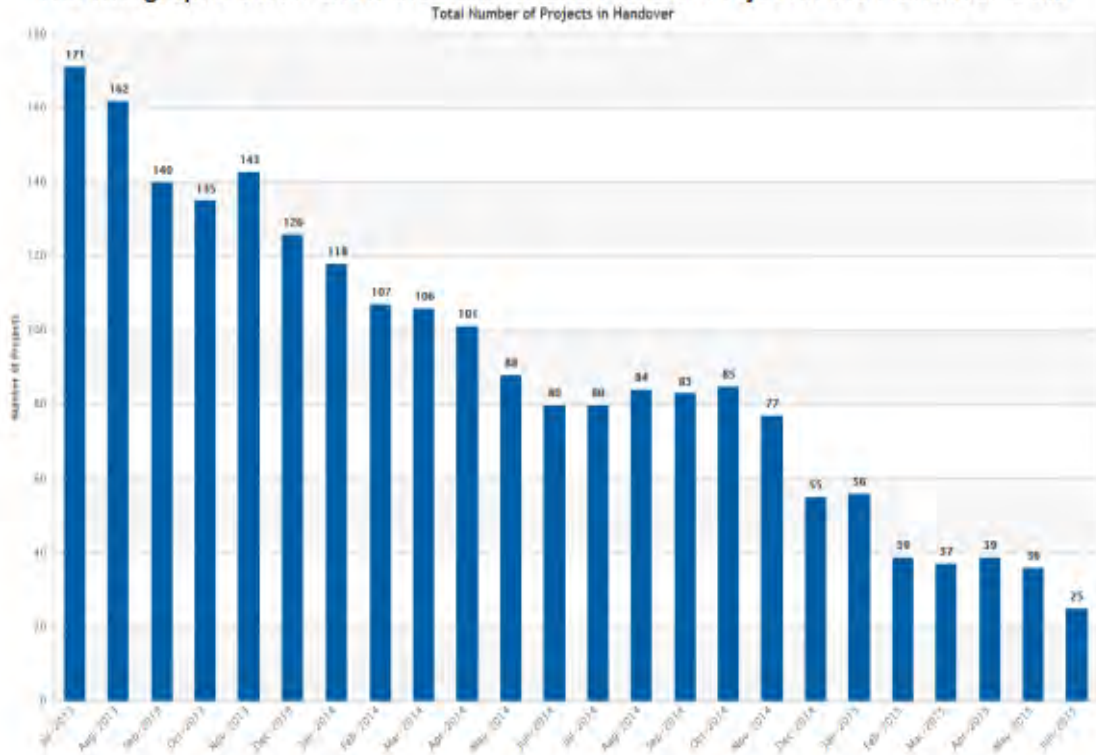
SCIRT reached a total of \$527m in practical completion, with only 6 projects currently in handover for longer than 90 days. All 6 of these projects have a current target completion date within July.

CCC handover completion has also had a big jump, with a total of \$696m including overheads already processed and a further \$50m being processed today as part of the year-end close out.

See handover report appended as **Appendix 1**

Table 8 – SCIRT Handover

The two graphs below show the number and value of Project in the Handover Gate



9. Communications and Engagement

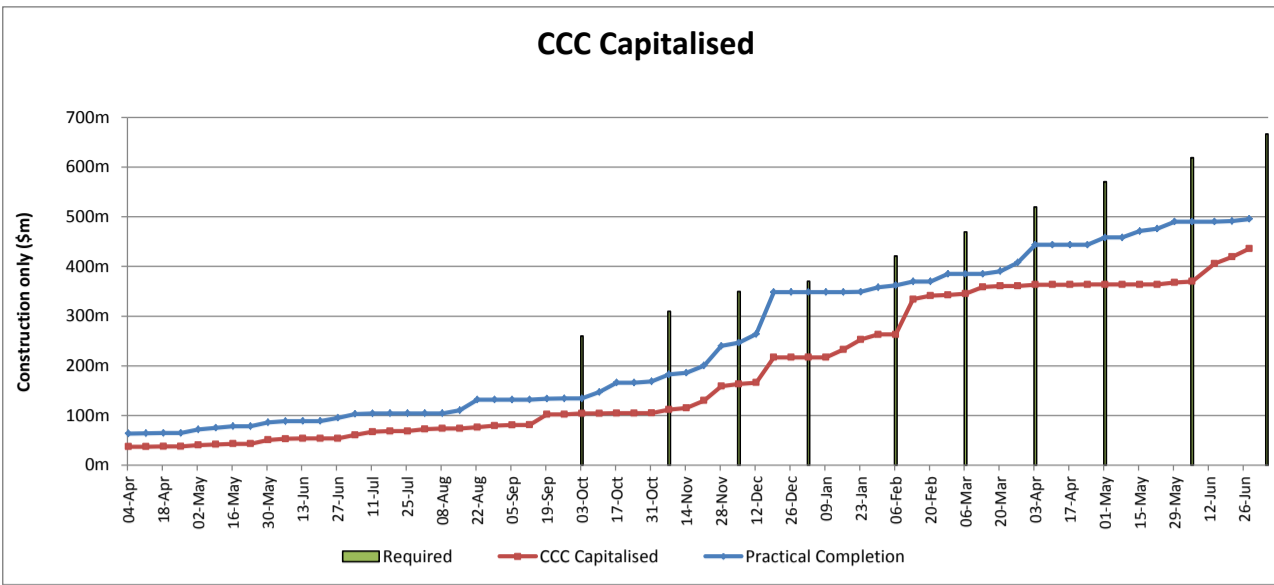
Table 9 – Summary of Work Notices and SCIRT Communications

BULK COMMUNICATION	CITY CARE	DOWNER	FLETCHER	FULTON HOGAN	MCCONNELL DOWELL	IST	TOTAL FOR MONTH	RUNNING TOTAL SINCE AUGUST 2011	Last month's total
Work notices/updates produced	18	36	45	58	33		190	5,253	169
Number of work notices/updates delivered (appx)	3,945	5,700	16,472	9,220	8,139		43,476	1,229,623	43,547
Email Updates produced		8	1				7	315	5
Email updates - number of recipients ***		2,116		10			2,126	5,959***	338
Website updates						157	157	4,927	171
E-newsletters						1	1	202	1
Tweets						162	162	4,526	161
Face-to-face interactions (door-knocking, drop ins appx)	5	91	142	13	542		793	30,527	892
Meetings/presentations/briefings	2	8		1		1	12	2,827	22
Consultation projects* (since April 2012)	1*						1	95	1
Number of school visits			1				1	150	4
Public display/event							0	104	2
Public display/event attendance							0	32,875	120
Signage installed (excluding traffic signage)	1	14	4	40	36		95	4,528	78
Responses to hotline	79	188	71	52	42	13	445	16,520	337
Responses to email	36	54	29	39	50	30	238	9,542	188
Advertisements**							465	4,263	450
Media coverage							34	872	36

10. People

Recruitment has been recently completed for Asset Management Information Manager to oversee the seamless transition of SCIRT processes, systems and data and an offer has been made on the basis of a two year fixed term appointment to complete this task.

SCIRT have appointed a new SQE Manager (safety, quality and environmental) to replace Denis Henry who resigned recently. The new manager David Hanham has relocated from Western Australia to take up the role.

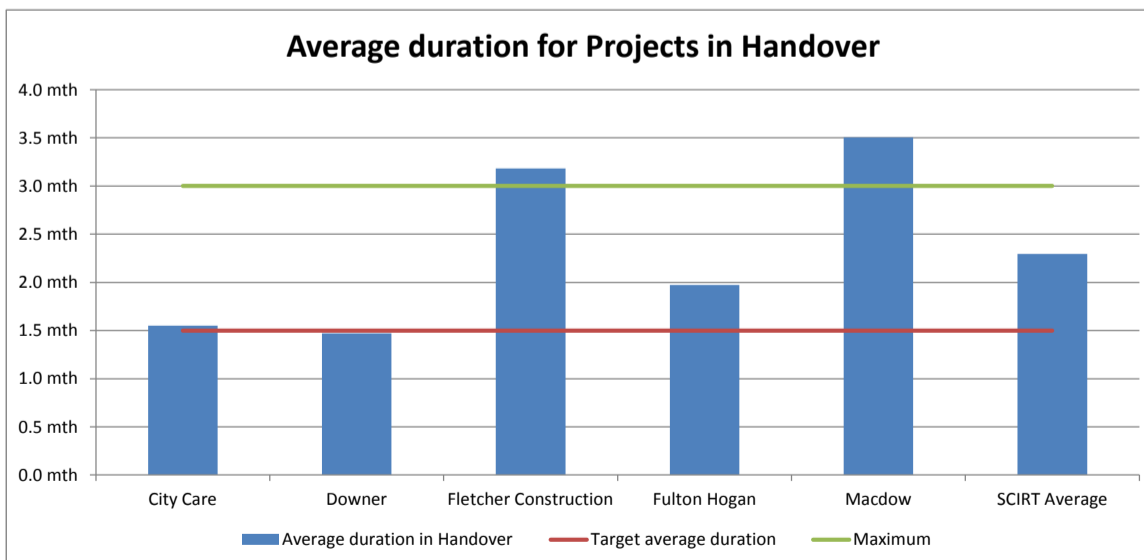


Construction (\$m)	Completed at 30-Jun-15	Weekly Movement	Completed at 26-Jun-15
Construction to Handover	630.7	10.2	620.5
1st SAT file submitted	605.2	-1.1	606.2
WT notified costs are final	594.6	0.2	594.3
WTPi Cost validation report	562.7	5.4	557.3
GIS Completed	547.7	19.3	528.4
As-Builts Completed	546.1	33.5	512.6
Practical Completion	527.3	31.7	495.6
CCC Capitalised	459.9	24.1	435.9
Project Completion	75.5		75.5

5 largest projects in Handover

Project Title	Project	Delivery Team	FFC	GIS	AB	WT	NCRs Open	WSC Open	Expected PC	Comment
PS18 Rebuild SE11 North (WW)	10860	Fletcher Construction	\$17m	23-Jun-15	30-Jun-15			2	15-Jul-15	WSC pipe defects most have a minor cost of rework, WTPi unlikely to sign off prior to 30 June. Baseline is 15 July
PS36 Renewal (WW)	10694	Fulton Hogan	\$15m			28-Apr-15			29-Jul-15	Valudated SAT file required along with GIS and As-Builts
PS 128 (formerly PS 63) (PS)	10415	Fulton Hogan	\$10m					2	29-Sep-15	Handover check list, Tests, warranty's and ICP number required. This has slipped another 7 days since last weeks forecast. On track for 30 June Completion
PS 56 - Burwood North Wastewater (WW)	11040	Downer	\$7m				2		04-Sep-15	Open NCR's relate to incorret materials and finishe issues, project has been in handover since 4th June
Aranui Catchment NE4 Pressure Sewerage System - East Avondale (WW)	10965	MacDow	\$6m			26-Jun-15			15-Jul-15	SAT to be finalised along with GIS and As-Builts
Grand Total			\$55.8m							

Project Stage	IST GIS	IST As-Builts	DT Finance	WTPi report	RFIs Open	NCRs Open	WSCs Open
Projects in Handover, Practical Completion or Project Completion	\$631m	\$631m	\$631m	\$631m	\$631m	\$631m	\$631m
Value of completed projects	\$548m	\$546m	\$595m	\$563m	\$590m	\$598m	\$593m
Work in Progress	\$83m	\$85m	\$36m	\$68m	\$41m	\$32m	\$38m



9. Waste and Environmental Management Team (WEMT) Quarterly Report January 2015 - March 2015

Reference: HP Records Manager Number

Contact: Fiona Proudfoot Fiona.Proudfoot@ccc.govt.nz (03) 941 5064

1. Purpose of Report

- 1.1. This report is to provide the Infrastructure, Transport and Environment Committee with a quarterly update on earthquake waste and environmental management across the city. This includes statistical information and key environmental waste issues and locations being managed by the team.
- 1.2. The latest quarterly report from WEMT is attached (refer **Attachment 1**) and staff will attend to speak to the report.

2. Recommendation

- 2.1. That the information in this report be received.

Signatories

Author	James Tricker	Programme Manager (WEMT)
Approved By	Katherine Harbrow	Finance Manager
	Tracey Weston	Unit Manager
	Anne Columbus	Director



Quarterly Report

- January 1 – March 31, 2015







QUARTERLY REPORT
(January 1 – March 31, 2015)

**Waste and Environmental Management
 Team**

VERSION: 2

REVISION DATE: 17/07/15

	Name	Title	Signature	Date
Prepared By	J. Tricker	Senior Compliance Officer, Waste and Environmental Management		09/07/15
Reviewed and Approved By	F. Proudfoot	Licensing and Compliance Manager – Inspection and Enforcement Unit, Christchurch City Council		17/07/15
	M. Mortiaux	Regional Manager RMA Monitoring & Compliance, Environment Canterbury		17/07/15
	J. Cumberpatch	General Manager – Operations, CERA		17/07/15

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Section 1. Executive Summary

This report summarises the work undertaken by the Waste and Environmental Management Team (WEMT) during the third fiscal quarter of 2014/15 (January to March 2015 inclusive).

During this quarter, the contaminated site remediation works undertaken by Southern Response, utilising both the CCC and ECan resource consents, were carried out on sites at the higher level of risk. The consents require the level of contamination on site to be assessed and graded high, medium or low risk in relation to the HAIL activities. The level of risk assessed for the site then determines the level of control required for the site. Of interest the presence of coal tar waste product “blue billy” was encountered, requiring specialist treatment prior to disposal.

During this quarter, work began on developing a draft web site for contaminated soil management and disposal options, similar to the asbestos aware website. The Waste and Environmental Management Team has been involved in this project to help develop the site.

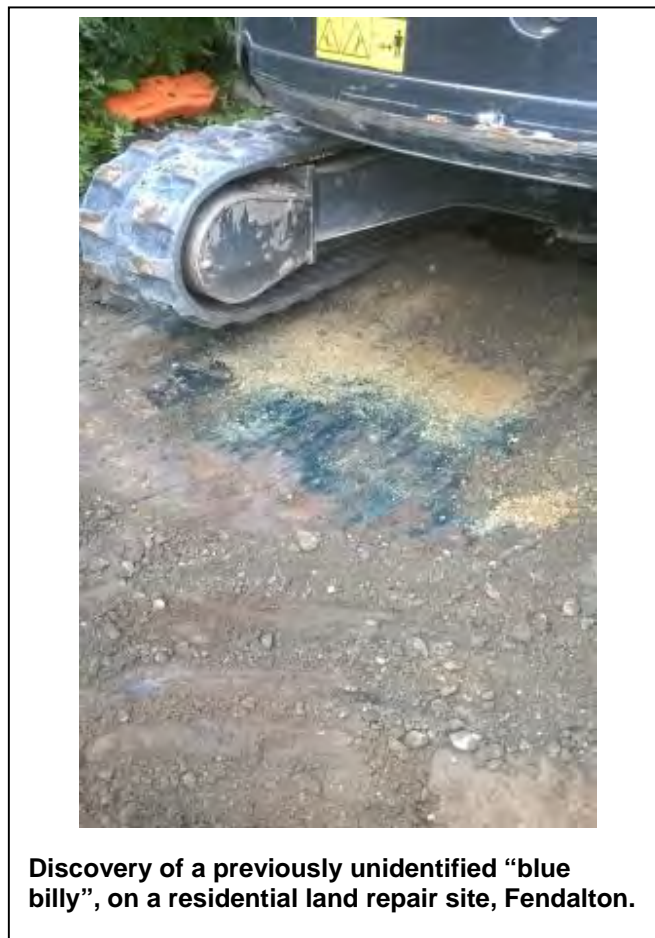
The Waste and Environmental Management Team and CERA are continuing to work jointly with weekly site visits undertaken on the Port Hills. The Port Hills consent is now being actively monitored with particular emphasis on slope stability and site run off. There was a spike in monitoring events during the quarter caused by an increase in joint site inspections with CERA, to ensure land treatment processes were sufficiently advanced to withstand the winter months. Clearance of the Port Hills RRZ sites progressed steadily along with the associated land remediation. Each property has a site specific remediation plan particular to the site slope and access issues. The Waste and Environmental Management Team works closely with CERA to ensure that the land treatment processes are effective and are regularly reviewed and improved.

Section 2. Project Work

2.1 Land Repair

The land remediation solution seen on most sites continues to be the use of vibrated stone columns and horizontal soil mixing as discussed in previous reports.

During this quarter, contaminated site remediation works undertaken by Southern Response continued, with a range of levels of contamination. Both CCC and ECan have granted Southern Response global consents to carry out land remediation of contaminated sites (see previous reports for details). Of particular interest was one site in Fendalton, where “blue billy” was discovered under the driveway. “Blue billy” is a ferroferricyanide compound, and was a waste product of the coal gas industry. Coal gas was used in New Zealand from the 1860’s to the 1970’s, for lighting, heating and cooking. It is not possible to estimate how widespread the use of “blue billy” was in the commercial market in Christchurch. However, WEMT will respond to any future discoveries and assist with appropriate monitoring to ensure the site is made safe.



The site was in close proximity to a tributary of the Avon River. The Waste and Environmental Management Team worked closely with the consent holder and their environmental consultants, to ensure that the additional environmental protection measures put in place were adequate, and that the material underwent specialist treatment prior to disposal.

2.2 Residential Red Zone Household Hazardous Waste Removal

At the end of July 2014, 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. A further extension of this funding has been approved until March 2016. There are approximately 260 RRZ Porthills demolition properties to be checked for hazardous materials. It is not certain if all these remaining properties will be checked, as those on, or close to, the cliff edge may prove to be too dangerous to enter.

2.3 Global Consents

There were 10 global consents active during this reporting period which the WEMT monitored.

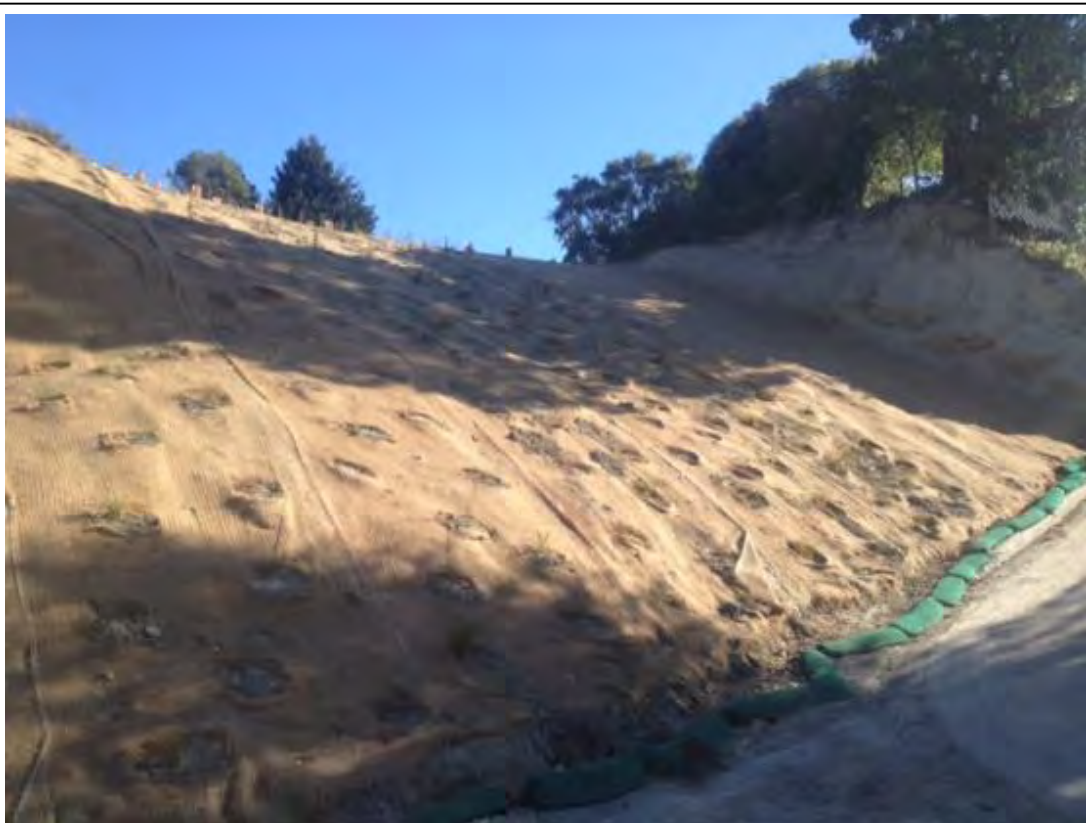
2.3.1 Canterbury Earthquake Recovery Authority Global Consents

Canterbury Earthquake Recovery Authority has a global consent, granted by CCC, covering the flat lands RRZ HAIL sites. This consent was for the demolition of residential properties in this area, and the clearance of vegetation and re-seeding, as necessary. ECan also granted consent to CERA for the discharge of stormwater associated with these activities.

Canterbury Earthquake Recovery Authority also has a global consent, granted by CCC, covering the Port Hills RRZ. This consent was for the demolition of structures in this area, including retaining walls. The consent also covered the repair of retaining walls where site stability for adjacent green zone properties was necessary. In addition the consent authorised the clearance of vegetation, including riparian vegetation, and associated earthworks, re-grading and

stabilisation of exposed surfaces. ECan also granted consent to CERA for the discharge of stormwater associated with these activities.

Clearance of the Port Hills RRZ sites progressed steadily along with the associated land remediation. Due to the steep nature of many of these sites, and potentially hazardous locations, the associated demolition and land remediation works have not been completed as quickly as the comparative work on the flatlands. There was a large amount of work undertaken during the reporting period planting grass seed, to ensure grass strike prior to the growing season coming to an end. Each property has a site specific remediation plan particular to the site slope and access issues. The Waste and Environmental Management Team works closely with CERA to ensure that the land treatment processes are effective and are regularly reviewed and improved.



Slope stabilisation works on port hills site – native shrub planting, coconut matting and silt socks.

Canterbury Earthquake Recovery Authority also has a global consent, granted by WDC, for the red zone of WDC, including Pines Beach and Kairaki. This consent is for the demolition of residential properties in this area, and the clearance of vegetation and re-seeding, as necessary.

ECan also granted consent to CERA for the discharge of stormwater associated with these activities.



Slope stabilisation works on Port Hills site – hydro-seeding on cliff edge.

2.3.2 Southern Response Global Consents

Southern Response held a global consent, granted by CCC, covering Christchurch City, including the Port Hills and Banks Peninsula. This consent authorised soil disturbance on HAIL sites. Specifically the authorisation was for the disturbance of soil associated with the repair or replacement of earthquake damaged structures, building demolition and ground improvement on HAIL sites. ECan also granted consent to Southern Response for the discharge of stormwater associated with these activities. During the reporting period the consultants for Southern Response applied to CCC and ECan for a global authorisation for work on structures containing asbestos products. The site where “blue billy” was encountered (See 2.1 above), also raised another issue with the Southern Response global consent. This site was directly adjacent to a tributary of the Avon River, but the existing Southern Response global consent only authorised stormwater discharges from HAIL sites into rivers, via the CCC stormwater network. The Waste and Environmental Management Team advised Southern Response to deal with “blue billy” site

by fully containing the contaminated area, and have been liaising closely with the consent holder to gain global authorisation for similar sites.

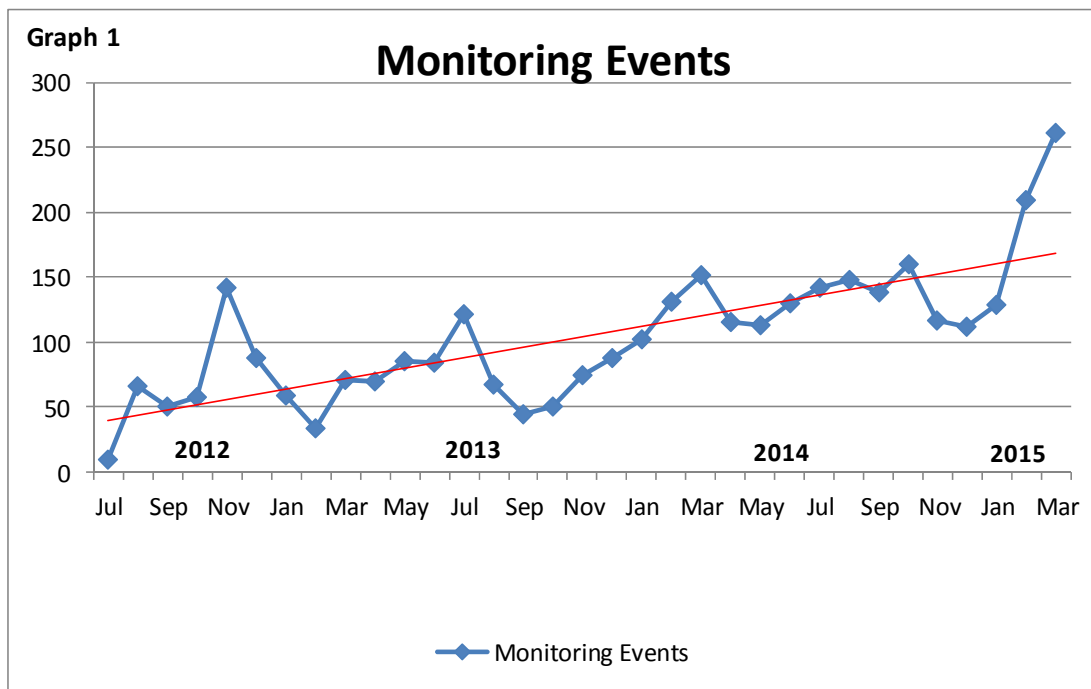
2.3.3 Canterbury Stone Piling Global Consents

Canterbury Stone Piling held two global consents, granted by CCC, covering the flat lands Residential Green Zone. These consent authorised the repair and remediation of earthquake damaged land on residential and non-residential sites. ECan also granted consent to Canterbury Stone Piling for the discharge of stormwater associated with the non-residential sites.

Section 3. Operational Matters

3.1 Monitoring events

Graph 1 shows the number of monitoring events completed by the WEMT per month to date.

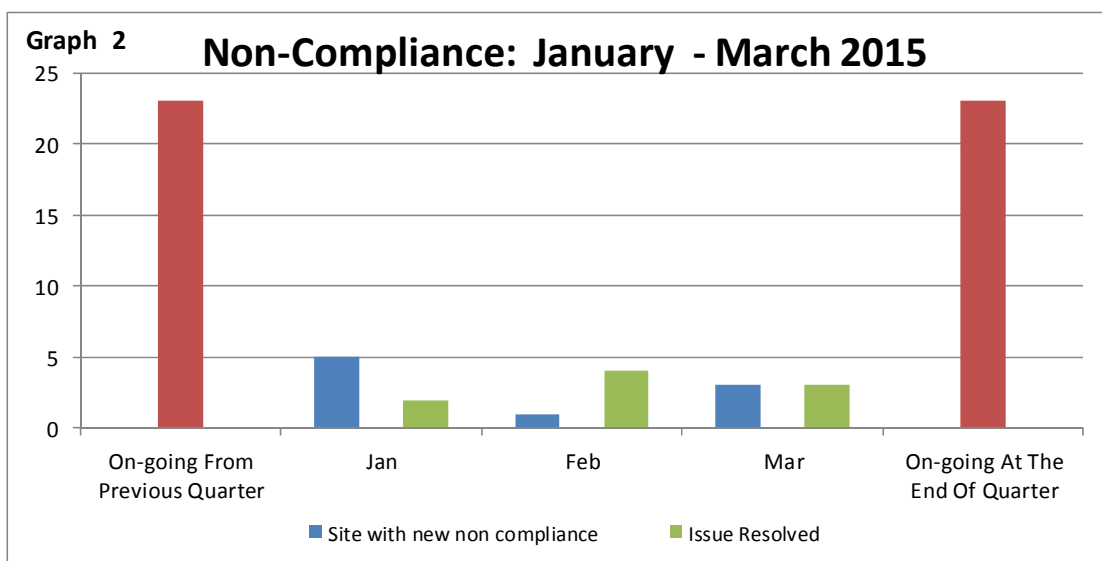


The trend in monitoring events is a reflection of the WEMT continuing to carry out regular site inspections, while monitoring the larger volume of Port Hills red zone properties. Close liaison with CERA has meant that this process is functioning efficiently. CERA provide WEMT with a weekly notifications process and carry out joint site inspections. Additionally the property demolitions and land remediation/stabilisation projects are being tendered in blocks allowing WEMT to monitor multiple sites during one visit. This increase in monitoring events in February and March 2015 (see Graph 1) coincides with the work undertaken during this reporting period planting grass seed, to ensure grass strike prior to the growing season coming to an end.

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 nine sites with non-compliance, achieving full compliance, thus reducing the potential for adverse environmental effect.

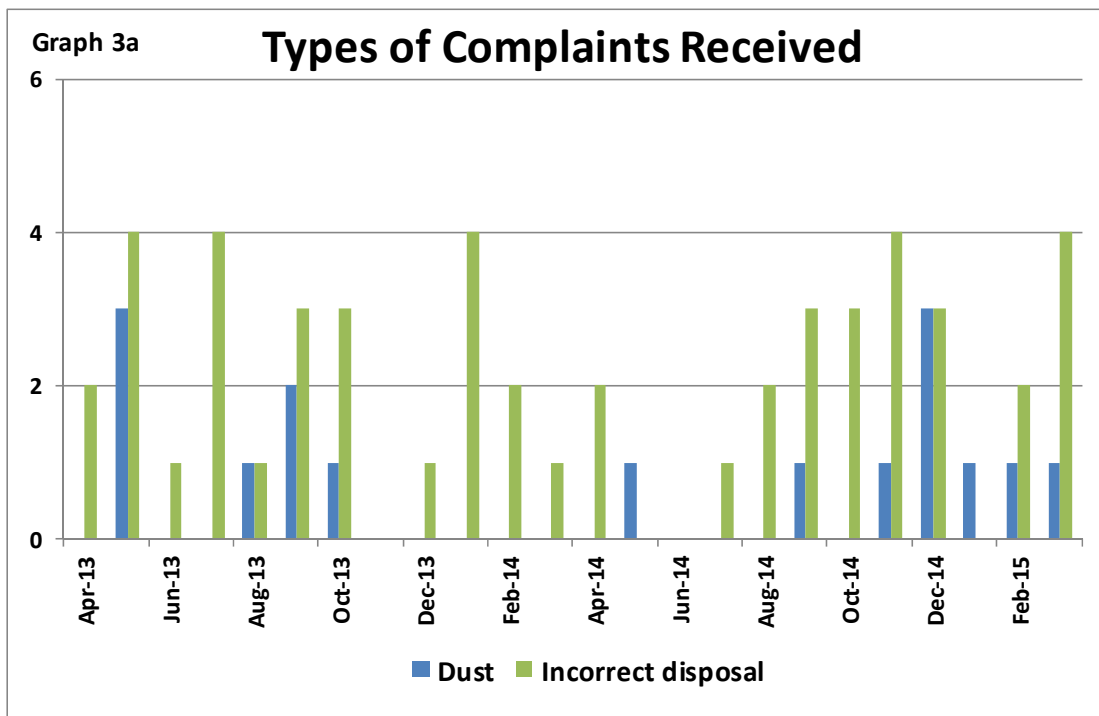


At the beginning of this reporting period, there were 23 sites with pre-existing non-compliance and the WEMT continued to work with the relevant parties to remedy their non-compliant status. Of these 23 sites, six achieved full compliance in this quarter.

During the reporting period an additional nine sites were identified as being non-complying, of which three have achieved compliance during the quarter. At the end of this reporting period a total of 23 sites remained non-compliant – 17 from the previous reporting period and six new issues identified during this reporting period. The Waste and Environmental Management Team continue to manage these matters as a matter of priority. Of these 23 sites with outstanding non-compliance, 18 related to issues with ACM, 4 with contaminated sites and one dust issue.

3.3 Complaint response

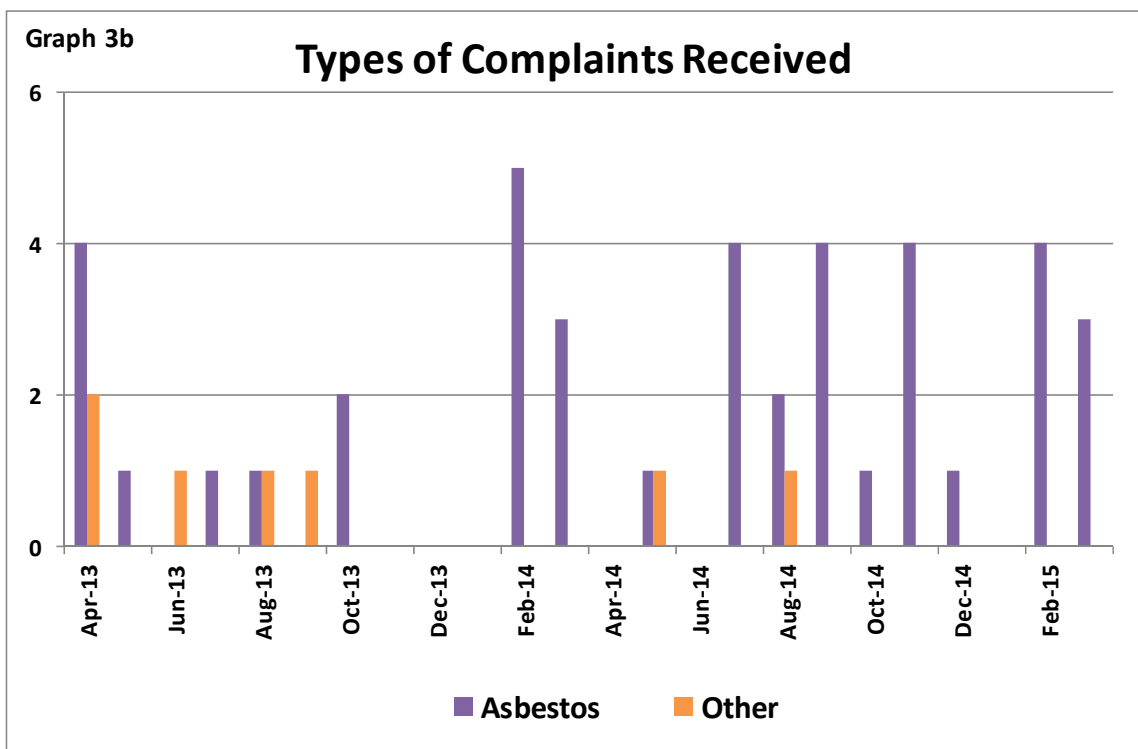
Complaints are received by WEMT through two main avenues; the CCC customer service requests and ECan’s 24-hour Pollution Hotline. Some complaints come directly to WEMT and are entered into the relevant organisation’s database. Complaint response is effectively a process of reactive monitoring. Graph 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 three complaints 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. The larger number of complaints regarding incorrect disposal this quarter is partly the result of multiple complaints regarding a cleanfill site in the Waimakariri District. The Waste and Environmental Management Team responded to these complaints and found no breaches of any regional rules.

The Waimakariri District Council issued an abatement notice relating to breaches of the land use consent for the site.

Graph 3b below, shows that in total there have been 40 complaints relating to asbestos reported to the agencies over the past 2 years, with seven complaints forthcoming in this quarter. 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 Waste and Environmental Management Team 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 all of the 16 complaints shown in Graphs 3a and 3b received by WEMT, the response occurred on the day the complaint was received. 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.

The frequency of monitoring events for stockpiling, processing, sorting, backfilling, clean fill and/or landfill activities sites depends on risk assessment as outlined in previous reports.

During the reporting period there were a total of 40 known sites which were carrying out stockpiling, processing, sorting, backfilling, clean fill and/or landfill activities relating to EQ waste. Of these sites three were non-complying. One site was in relation to the ACM Waipara Investigation (See 5.2 below). An abatement notice has been served on the alleged offender to carry out the final clean up and validation of the site. The bulk of the ACM has been taken to Kate Valley.

The second non-complying site was in relation to a stockpile of EQ waste that has been identified as containing ACM. This stockpile has been covered and consultants engaged to assess the extent of the issue. The Waste and Environmental Management Team are working with all parties to establish a suitable disposal path.

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.

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. As a result of this meeting it was identified that a practical easy to use website (similar to Asbestos Aware) for contaminated soil management and disposal options would be beneficial. Development began on a draft website during this quarter. The website will have direct links to a number of key websites, including the LLUR website and the builders pocket guide website along with contact details for relevant contractors, consultants etc.

4.2 Asbestos Containing Materials (ACM)

The Waste and Environmental Management 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 extent of the asbestos issue in the residential housing stock was illustrated when Southern Response applied to include asbestos removal to the global consents they currently hold for rebuild sites.

The new website www.asbestosaware.co.nz was being actively used by the industry and individuals to help with identification, testing, managing and disposal of asbestos. Asbestos Aware pamphlets were also placed in home DIY stores, such as Bunnings and Mitre 10.

For additional background information on works done in the area of asbestos, please refer to previous quarterly reports.

Section 5. Hot topics

5.1 Hororata Unconsented Demolition Waste Burial

The Waste and Environmental Management Team investigated the burying of demolition waste on a Hororata dairy farm. Initial site inspection of the farm has established the amount of waste is up to 8000 cubic meters. Enquiries as to how the material came to be buried on the farm are ongoing. The property has changed hands since the material was buried, and WEMT are in discussions with the new property owners, who were unaware of the waste on the property, to discuss possible site mitigation options. Informations have been laid at the Christchurch District Court in relation to this matter, the defendant has been granted one adjournment and has requested a second.





Demolition waste on Hororata dairy farm

5.2 Waipara Investigation

The Waipara Hotel, which contained significant quantities of asbestos, was partially raised in a fire in February 2014. The owners engaged a contractor with no certificate of competency in handling asbestos. Following the demolition the waste material was crushed and burnt on site. The material, approximately 300 tonnes, was then transported into Christchurch and dumped on site off Deans Avenue. It was again then moved back to a different site in Waipara. At this point WEMT were made aware of the situation and enforcement action is now in progress requiring remediation action plans to ensure the sites are remediated. The Deans Avenue site has been cleared by a specialist asbestos removal contractor and a clearance report has been supplied which is being assessed by ECan.



Demolition waste, Waipara

5.3 Hargood Street Asbestos Contamination

A contractor undertook an earthquake related residential demolition resulting in asbestos contamination of the site, which has resulted in a typical multi-agency response. Demolition operators had carried out an asbestos check of the properties. They had used a builder to carry out the check, who was not a registered asbestos expert. Consequently there was no asbestos strip out prior to demolition, which resulted in asbestos contamination into and onto land and into air.

Worksafe received the initial complaint and then contacted WEMT in respect to the alleged discharge of contaminants to land and air. Worksafe were the first responder and dealt with the asbestos regulations in respect to the health and safety of the workers neighbours and general public, by requiring the work to stop, the material to be covered and the site to be fenced off. This was followed up by a prohibition notice issued for the site.

The Waste and Environmental Management Team response in relation to the environmental effects was through a verifiable NES breach due to it being a HAIL activity. As the site had become a HAIL site, due to the ACM contamination, the original ECan/CCC subdivision stormwater consents were breached and the activities stopped.



As a result of the HAIL status, and the associated NES rules, the WEMT required a Detailed Site Investigation (D.S.I.), to quantify the scale of the asbestos contamination. An additional requirement was that this D.S.I. was carried out by a Suitably Qualified and Experienced Person (SQEP).

The SQEP developed a remediation plan for the site based on the results of the D.S.I. The remediation plan was carried out by a certified asbestos removal company. The Worksafe prohibition notice referenced this remediation work, only allowing a return to the site, once remediation was completed and signed off. A report by the certified asbestos removal company

was then provided to Worksafe and WEMT. Following the remediation work, the SQEP carried out validation sampling and testing of the site and provided a report to Worksafe and WEMT. Worksafe and WEMT have approved the remediation report and verification report works were completed and work restarted, and subsequently completed, on site. Worksafe and WEMT filed reports on property files and LLUR.

Glossary

ACM	Asbestos Containing Materials
CCC	Christchurch City Council
CCDU	Christchurch Central Development Unit
CERA	Canterbury Earthquake Recovery Authority
CHER	Combined Health, Environmental Risk Group
CoC	Certificate of Compliance
DSI	Detailed Site Investigation
Ecan	Environment Canterbury
EQC	Earthquake Commission
HAZMAT	Hazardous Materials
LLUR	Listed Land Use Register
NES	National Environmental Standards
SQEP	Suitably Qualified and Experienced Person
RRZ	Residential Red Zone
UST	Underground Storage Tank
WDC	Waimakariri District Council
WEMT	Waste and Environmental Management Team

10. Tidal Barrier Pre-Feasibility Study Delivery

Reference: TRIM 15/863988

Contact: Keith Davison keith.davison@ccc.govt.nz 03 941 8071

1. Purpose of Report

- 1.1. The Avon-Heathcote Tidal Barrier Pre-Feasibility Study will be tabled at the Infrastructure, Transport and Environment Committee meeting on 6 August 2015. This report was to present the preliminary findings of the pre-feasibility study and seek a decision as to whether to proceed to a full feasibility study.
- 1.2. In summary, the study acknowledges that a tidal barrier is technically feasible, but suggests the costs for a barrier are greater than other potential flood management options in the current-day scenario when compared at a preliminary level against alternatives.
- 1.3. The study states that further work would be required to determine the degree of sea level rise at which a tidal barrier option would be a cost effective.

2. Background

- 2.1. A tidal barrier can work by artificially holding back the advancing tide during high river flows, allowing the rivers to drain more freely into the estuary. A barrier can also be used to hold back exceptionally high tides to protect low lying land. A tidal barrier is usually kept open, apart from when required to prevent flooding.
- 2.2. The Avon-Heathcote Tidal Barrier Pre-Feasibility Study was commissioned in late 2014 at the direction of the Horizontal Infrastructure Governance Group (HIGG) as part of the cost share optimisation work. The study was paid for under the Land Drainage Recovery Programme, which is part funded through the cost share agreement.
- 2.3. A tender process was held and international consultancy GHD Limited was selected in February 2015 to carry out the pre-feasibility study. GHD contracted Dutch experts from Royal HaskoningDHV and NIWA to assist with the study.
- 2.4. The purpose of the pre-feasibility study was to understand whether a tidal barrier was worthy of further consideration as a flood mitigation measure for Christchurch and if the Council would be justified in conducting a full feasibility assessment.
- 2.5. The study was just one of a number of flood management options the Land Drainage Recovery Programme and Council Strategy and Planning Group are investigating.
- 2.6. While the barrier investigation was being undertaken, it became clear that the economic evaluation would require further work on the design and costs of the Avon-Heathcote Estuary and Avon River stopbanks in scenarios with and without a barrier. The scope of the investigations was extended to incorporate this and are included in the final barrier report.

3. Commentary

- 3.1. The study states that a barrier is technically feasible, and would be within the capabilities of New Zealand contractors.
 - 3.2. The cost of a barrier is likely in the range of \$300 - \$350M. Operations and maintenance could be in the range of \$2 - \$7M per year.
 - 3.3. The study had a preference for locating a barrier just back from the mouth of the estuary between Redcliffs and Southshore due to the higher stability of the spit at this location, although this would have to be re-visited if a feasibility study were commissioned.
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- 3.4. Of the types of barriers available, the report chose to focus on a vertical lifting gate combined with a dune embankment across to Southshore.
- 3.5. The study considered tidal and storm surge range, sea level rise, navigation requirements, geotechnical considerations, spit and mouth morphology, and ecological, social and consenting constraints.
- 3.6. It is the study's opinion that morphological, geotechnical and resilience concerns can be addressed through engineering design. For example, the study considered that the risk of movement of the sand spit is manageable.
- 3.7. Impacts on landscape and visual amenity would be high and on cultural heritage is likely to be high. Impacts on recreational boating may be high although can be mitigated to some extent through sensitive design allowing passage.
- 3.8. In the current day scenario ecological impacts would be low, however as sea level rises the barrier would have to operate more frequently and the impacts would be greater.
- 3.9. In the current day scenario the barrier would only need to be operated approximately twice per year on average. However, under one metre sea level rise to provide the same level of protection the barrier would need to be closed up to 705 times per year. The barrier could be closed fewer times if a higher level of flood risk were accepted, or if other mitigation measures were put in place.
- 3.10. Construction of a barrier would not remove the need for stopbanks in the Avon-Heathcote Estuary and lower Avon River and other options in the lower Heathcote River. However, these would be reduced in scale.
- 3.11. The study provides a preliminary cost benefit analysis between a tidal barrier and an alternative engineering solution, both of which include stop banking / flood walls alongside the Avon-Heathcote Estuary and Avon River combined with house raising alongside the Heathcote. These are both in the current day scenario and under one metre level sea rise and are summarised in Table 1.

Table 1. Summary of costs with / without a tidal barrier

Present day climate		1m sea level rise	
Alternative engineering solution	Tidal barrier	Alternative engineering solution	Tidal barrier
\$211M	\$430M	\$571M	\$545M

- 3.12. The costs of land purchase to build stopbanks in the Residential Red Zone alongside the Avon-Heathcote Estuary and Avon River are significant in comparing the cost effectiveness of a tidal barrier. The study uses three pricing scenarios, all based on the 2007 RV. These are 0%, 50% and 100% of the 2007 RV. CERA have been unable to provide specific guidance as they believe this would be a Cabinet decision.
- 3.13. The pre-feasibility tidal barrier study only considers two climate scenarios, the present day scenario and 1m sea level rise scenario. It has not been determined if there is an intermediate point between these scenarios whereby a tidal barrier becomes cost effective.

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- 3.14. Two independent peer reviews were conducted on the first draft of the report. These included a scope review by Jacobs Limited (excluding costs) and a cost-only review by Beca Limited. Peer review comments are largely addressed in the final report.
- 3.15. Environment Canterbury were involved in workshops for early evaluation and issues identification. Information sessions have been held with Te Ngāi Tūāhuriri Rūnanga and the Avon-Heathcote Ihutai Estuary Trust. A memo was sent on 13 July 2015 to the Hagley-Ferrymead and Burwood-Pegasus Community Boards informing them of the study. CERA has been updated with copies of the draft and final report as they have been received. Feedback was also received through the Long Term Plan (LTP) process. Further consultation has not occurred due to the very early project stage and the short project duration.
- 3.16. The study will help inform the decision making around the Residential Red Zone land use, as it provides details on the cost and potential location of stop banks along the Avon River with and without a barrier. CERA have requested more time to consider the findings and implications of the report in this regard.
- 3.17. In summary, the likely costs of the barrier in the present day scenario are more expensive than potential alternatives and will result in substantial impacts on the estuary environment. A tidal barrier could be beneficial in the long term as sea level rise eventuates.

4. Recommendation

That the Infrastructure, Transport and Environment Committee recommends to the Council:

- 4.1. That the information in this report be received.
- 4.2. That we seek input from CERA as partner and stakeholder on this technical report and its implications.
- 4.3. That we report back our recommendations to the next ITE meeting.

Signatories

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