

Let's get Riccarton moving

Proposed Riccarton Road bus priority measures
and Central Riccarton street enhancements

Consultation 20 April – 18 May 2015



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Introduction

No matter how you get around, traffic in Christchurch can be a challenge. In some places, it can take much longer to travel in peak times.

Riccarton Road is the busiest bus corridor in Christchurch, bringing passengers from all over the city and linking with other core routes. It is an essential part of the greater Christchurch public transport network, a key link to the Central City, and itself an important business area.

We've been working closely with Environment Canterbury to come up with options for this route. These two aerial photographs below show how Riccarton Road is a major link in the Greater Christchurch public transport network.



Main transport routes through the Riccarton area.



Main bus route between Central City and western areas.



Overview map of proposed Riccarton Road bus priority work.

Bus priority – a good move

We've developed a way to make it easier to get to and around Riccarton whether it is by bus, cycle, or walking. The following proposal will provide more reliable bus travel so that passengers arrive at their destinations on time, especially at peak hours. This will improve access to Central Riccarton for all travellers, and help create an attractive shopping and business centre where people spend more time.

The proposal extends from Matipo Street to the Deans Avenue/Riccarton Road intersection. We are starting the first stage of bus priority improvements where there are the biggest delays for buses, with improvements eventually extending as far as Hornby.

This is another step in rebuilding a more people-friendly Christchurch - supported by strong community feedback to the Central City 'Share an Idea' consultation - where we provide more facilities for pedestrians, cyclists and public transport passengers as a way towards a more liveable city. This is underway with 'An Accessible City' developments in the Central City, and includes the new central bus interchange.



A bus on Riccarton Road that is heading for Selwyn District.

The project objectives for Riccarton Road bus priority are to:

- achieve reliable travel times for bus passengers
- improve access and safety for passengers
- strengthen the character, vibrancy and sense of place at Riccarton Centre
- improve way-finding and signage to rear parking
- support Riccarton Road as a local cycle route

In the following pages we:

- ask for your thoughts about two options for the section from Central Riccarton (Matipo Street to Clarence Street) that also help make Central Riccarton a better place to visit, work, shop and do business.
- explain what needs to be done for the section of Riccarton Road from Clarence Street to Deans Avenue, and ask for your comments. However this is the most congested section of the route and there are limited options to improve traffic flow.

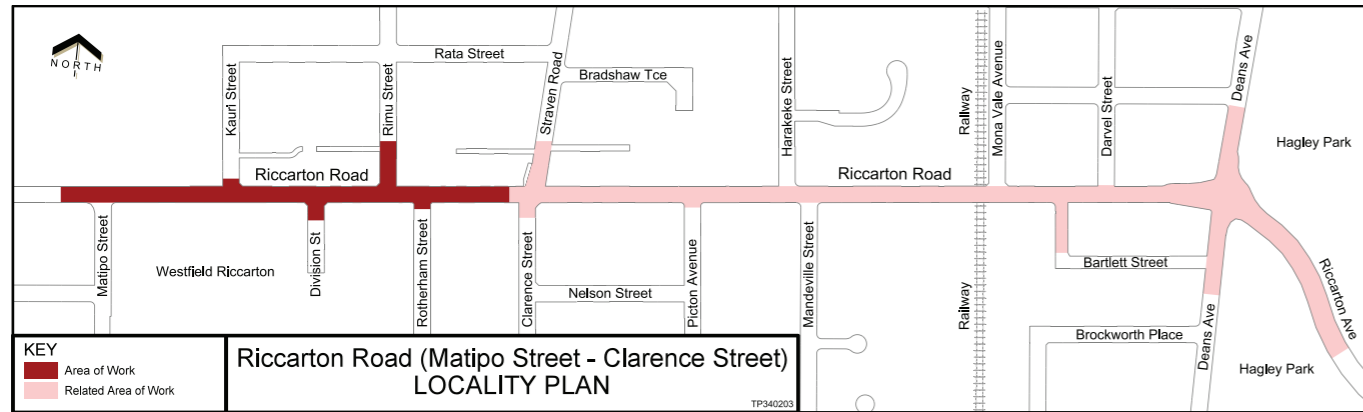
62 BUSES
PASS WESTFIELD RICCARTON
IN ONE AFTERNOON PEAK HOUR



THEIR AVERAGE SPEED
AT PEAK TIME IS ONLY
18.2 km/hr



Two Central Riccarton design options



Overview map showing the area of work for Options A and B.

Both of these options will:

- help Central Riccarton become an attractive destination, as well as achieving more reliable bus travel times, safety and access for all travellers.
- support parking away from the main road with clear signage to alternative parking locations.
- provide facilities to support the local cycle route on Riccarton Road.

Both schemes aim to make Central Riccarton an enjoyable place to travel through and visit.

Some parts of the design for Central Riccarton needed for bus priority have been confirmed by the Council. They are:

- Riccarton Road is a core bus route, and buses cannot be diverted to another route.
- The Riccarton bus passenger lounge site, bus stops and street works have been confirmed by the Council in December 2014.
- Turning restrictions at Division Street and Kauri Street to help the traffic flow along Riccarton Road have also been confirmed by the Council in December 2014.

In the following section, we describe key features of each option available for Central Riccarton, and include detailed plans and concept drawings. We want to know which option you think is best for Central Riccarton, Option A or Option B.



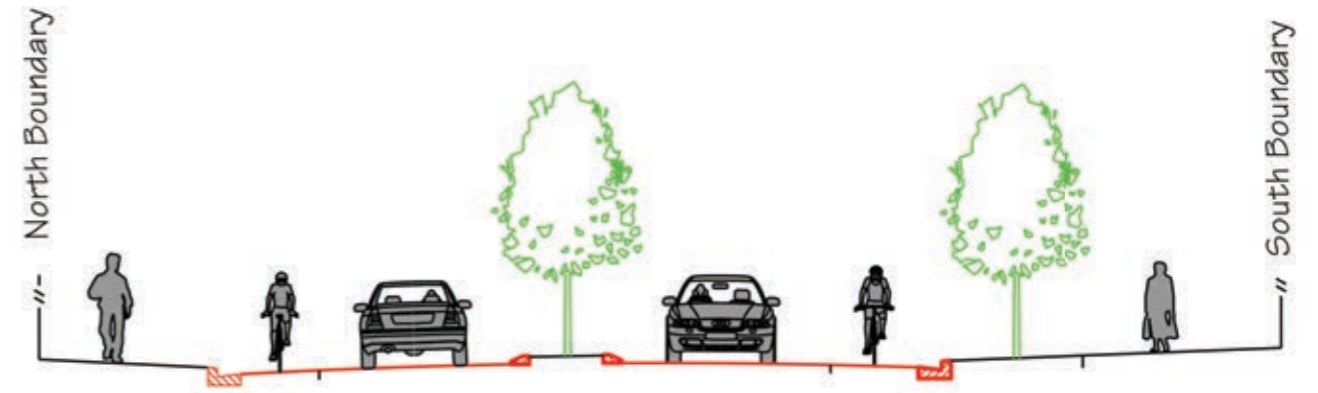
Artist's impression of the planned bus passenger waiting lounge on the corner of Riccarton Road and Division Street.

Option A – Central Riccarton

Matipo Street to Clarence Street

Overview

Option A shows the central area of Riccarton as a pedestrian-friendly street with a tree-lined median island that allows pedestrians to cross in two stages. All traffic flow will be improved by removing most on-street parking, with a short section of bus lane leading out of the bus stop heading west. Alternative parking will be time-restricted parking behind the shops. This option enhances the street environment and pedestrian safety.



Artist's impression of a cross-section of Riccarton Road for Option A.

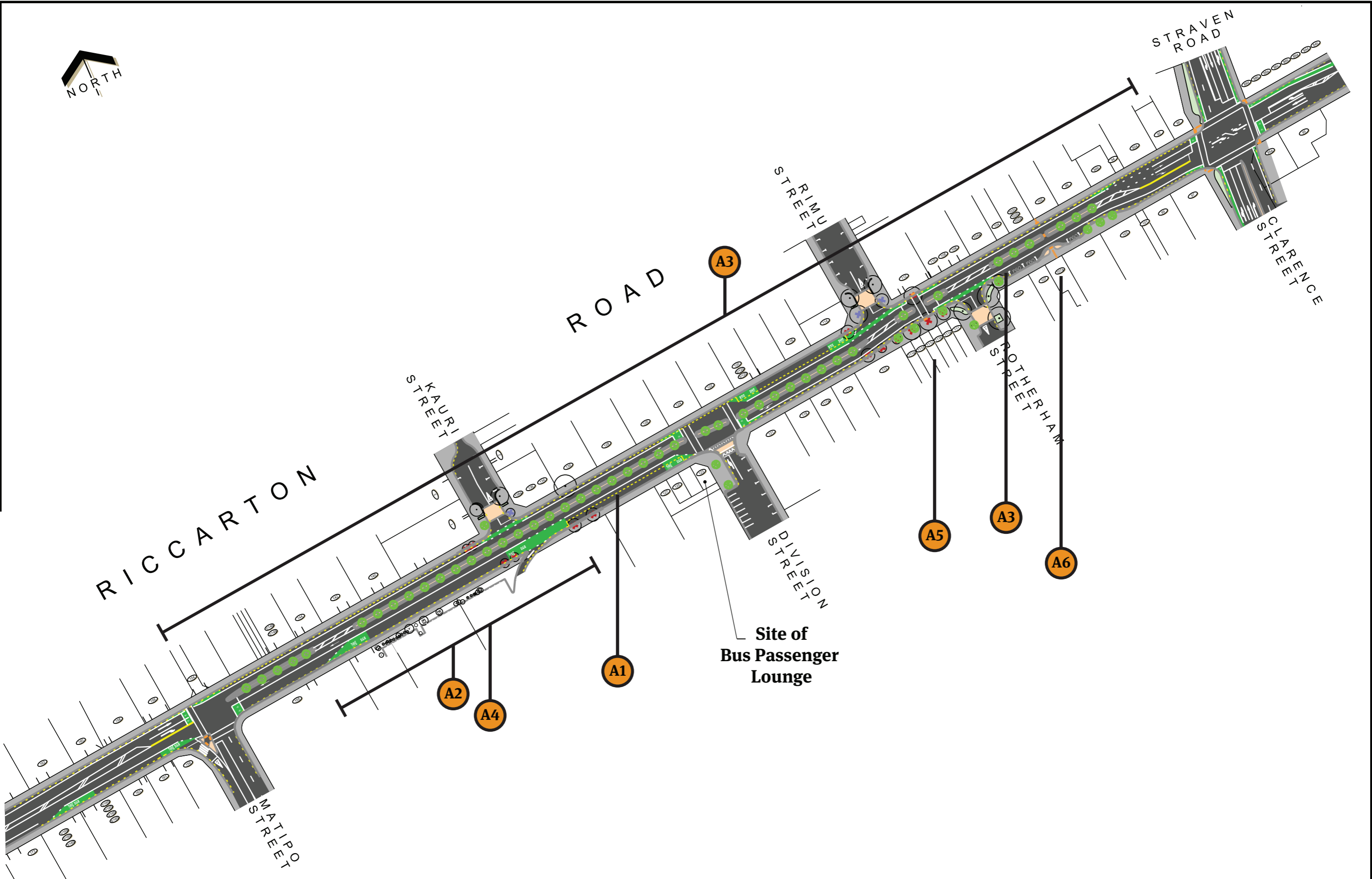


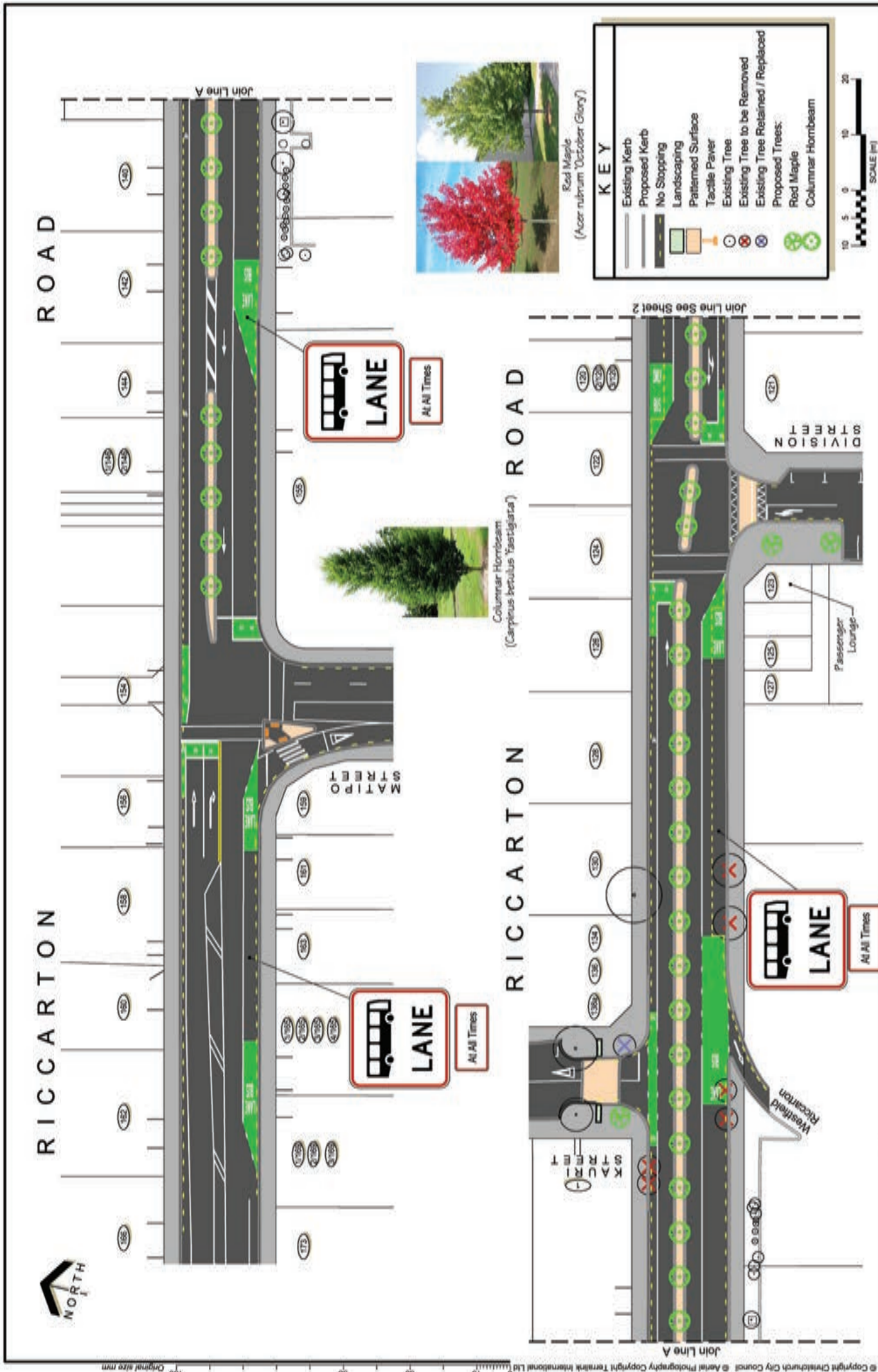
A typical scene of Central Riccarton.

On the next two pages is a detailed overview plan of Option A, with the key features highlighted in blue. See pages 12 and 13 for a description of each key feature. On pages 10 and 11 are two plans showing Option A in more detailed sections.



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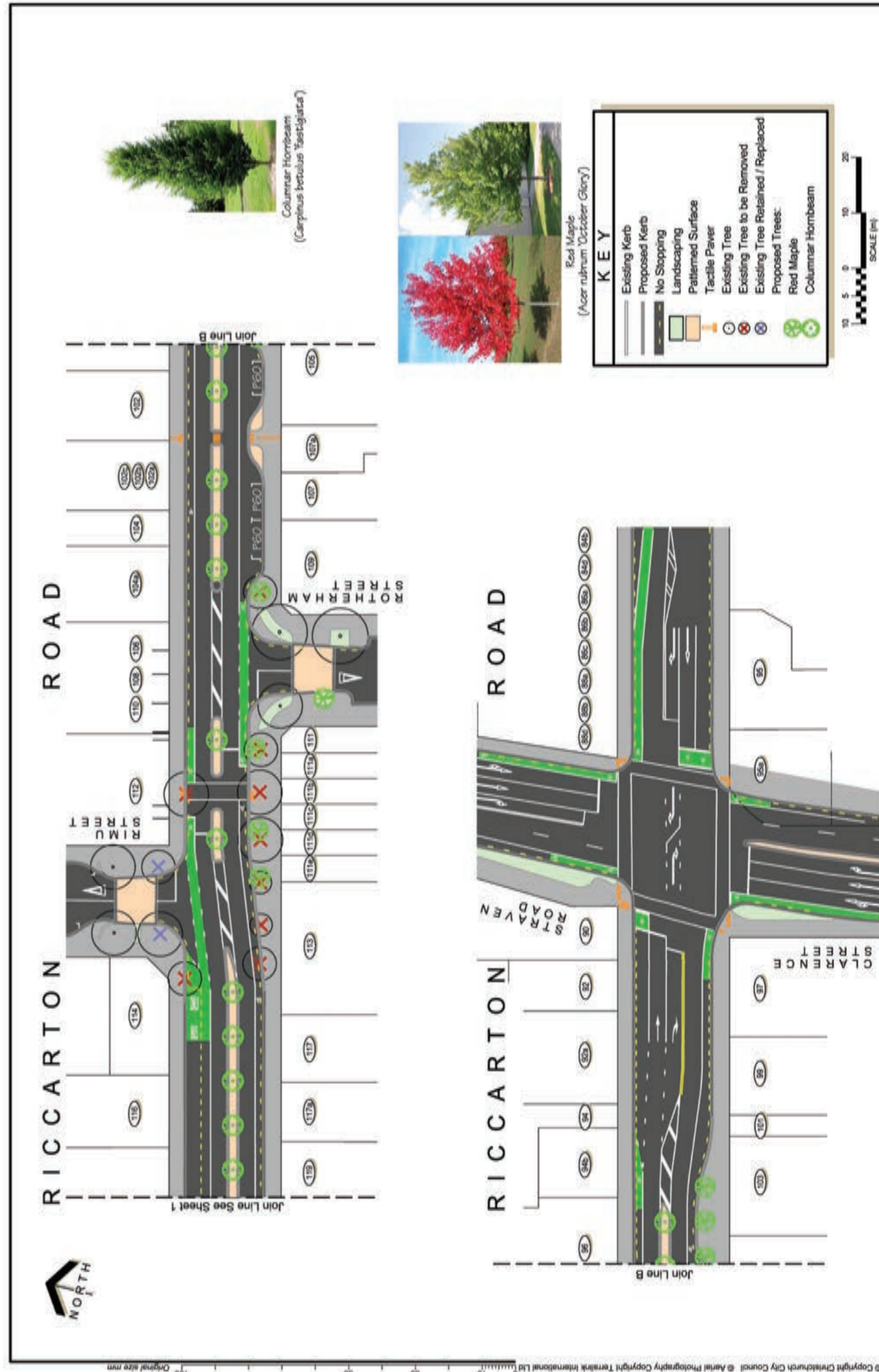


Christchurch City Council

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

Original Plan Size: A3
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TP34/0202a VMI

SHEET 2 of 3



Christchurch City Council

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

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Option A – Key Features

Refer to Overview Plan on pages 8 and 9

Pedestrian facilities

- A1** A tree-lined median island will make it easier for pedestrians to safely cross the road because they will be able to pause in the middle before crossing the other traffic lane.

Bus priority

- A2** A short section of bus lane will allow westbound buses leaving the Riccarton Road passenger lounge bus stop to get ahead of other traffic at the Matipo Street intersection.

Cycle facilities

- A3** Cycle lanes are included on both sides of the road. There will be extra cycle parking through the shopping centre.
- A4** Between Division Street and Matipo Street, cyclists can use the westbound bus lane.

Trees and landscaping

- Up to 55 new trees are proposed.
- 15 existing trees to be removed.
- 3 trees retained or replaced depending on final design.
 - Existing landscaping is to be renewed by replacing existing plants with appropriate species.
 - The planter box outside 130 Riccarton Road will be retained. Planter boxes at Kauri and Rimu Street intersections, and outside 111e Riccarton Road will be removed.
 - The proposed central median trees will be hornbeams, *Carpinus betulus* 'fastigiata', which have a narrow columnar growth habit.



Proposed central median trees - Option A

Proposed new footpath trees for Options A and B and Clarence Street to Deans Avenue are the red maple, 'October Glory', which turns a brilliant red in the autumn.

Traffic management

- A5** Access from Rimu Street is improved by relocating the current signal-controlled pedestrian crossing further to the east of Rimu Street.
- Remove permission for over-dimension vehicles to use the section of Riccarton Road between Matipo and Clarence Streets.

Parking

- A6** Reduced on-street parking (three car parks retained on the south side) to free up bus movement to the passenger lounge and along the road.

To support the businesses on Riccarton Road it is proposed to improve access to council-owned car parks at the rear of the shops between Kauri Street and Straven Road. Currently these parks are not time-restricted. This proposal changes these spaces from unrestricted parking to 120 minutes maximum parking (P120) at all times to increase parking turnover. Signs with directions to the parking area will be provided.



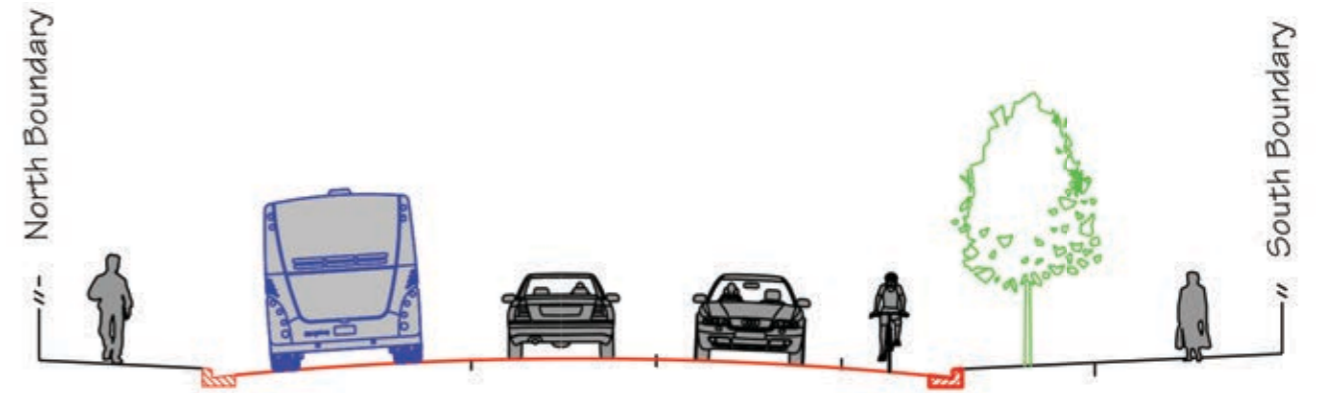
Concept drawing for Option A Central Riccarton. Artist's impression only.

Option B – Central Riccarton

Matipo Street to Clarence Street

Overview

Option B provides a part-time eastbound bus lane where parking will be available outside peak times. A widened footpath on the south side also allows for some tree planting, improving the street environment.



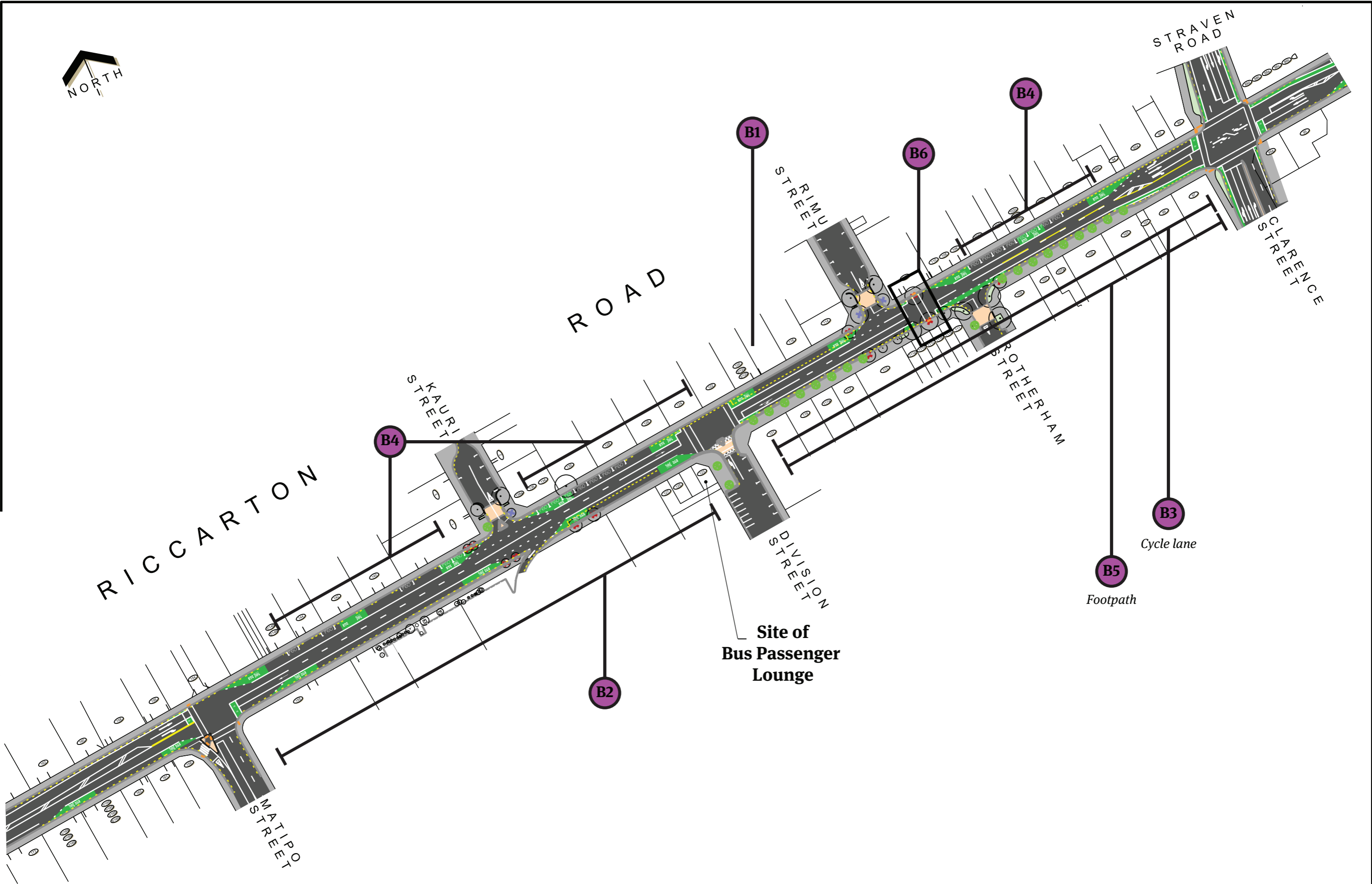
Artist's impression of a cross-section of Riccarton Road for Option B.



Concept drawing for Option B Central Riccarton. Artist's impression only.

On the next two pages is a detailed overview plan of Option B, with the key features highlighted in blue. See page 20 for a description of each key feature. On pages 18 and 19 are two plans showing Option B in more detailed sections.

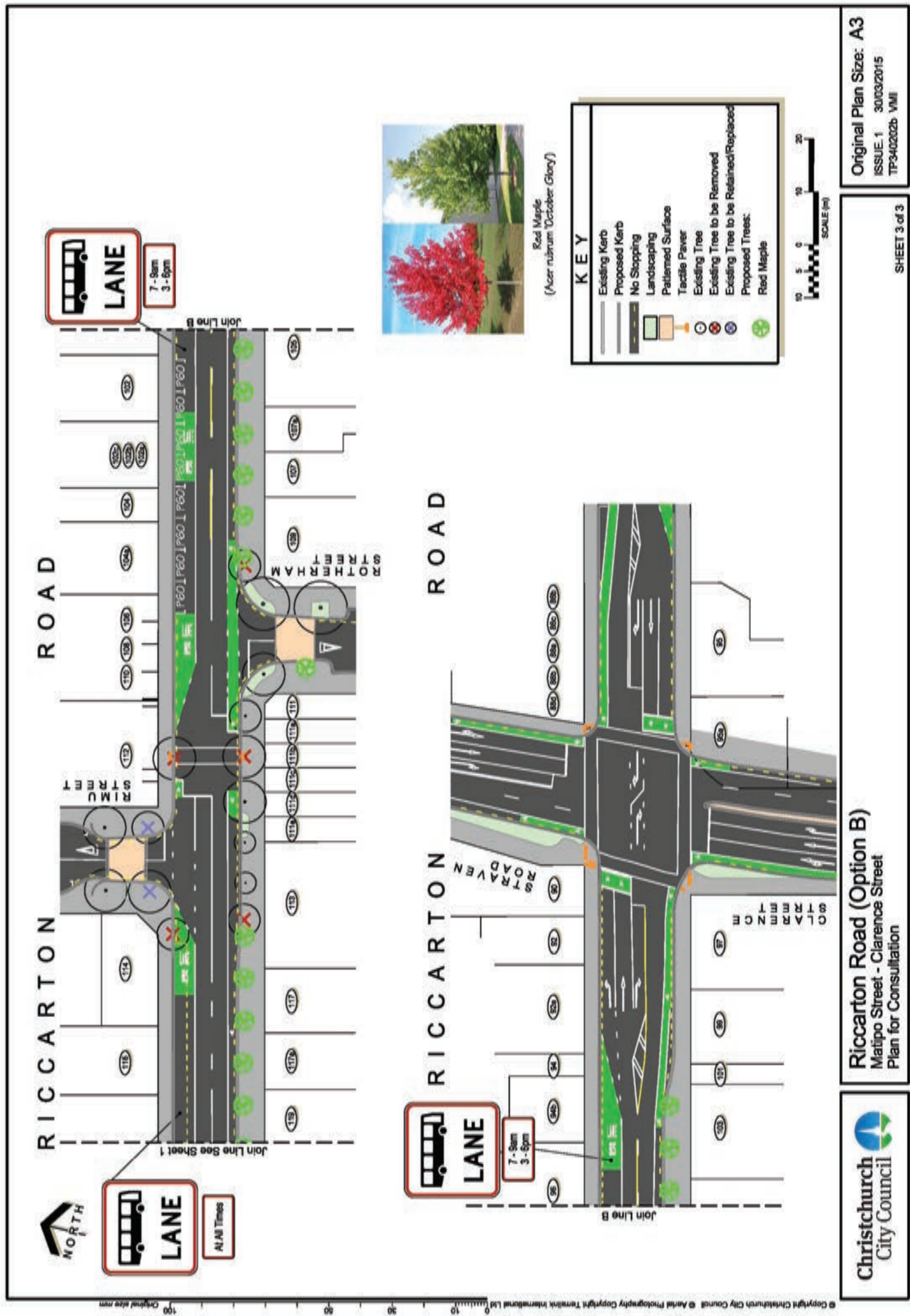
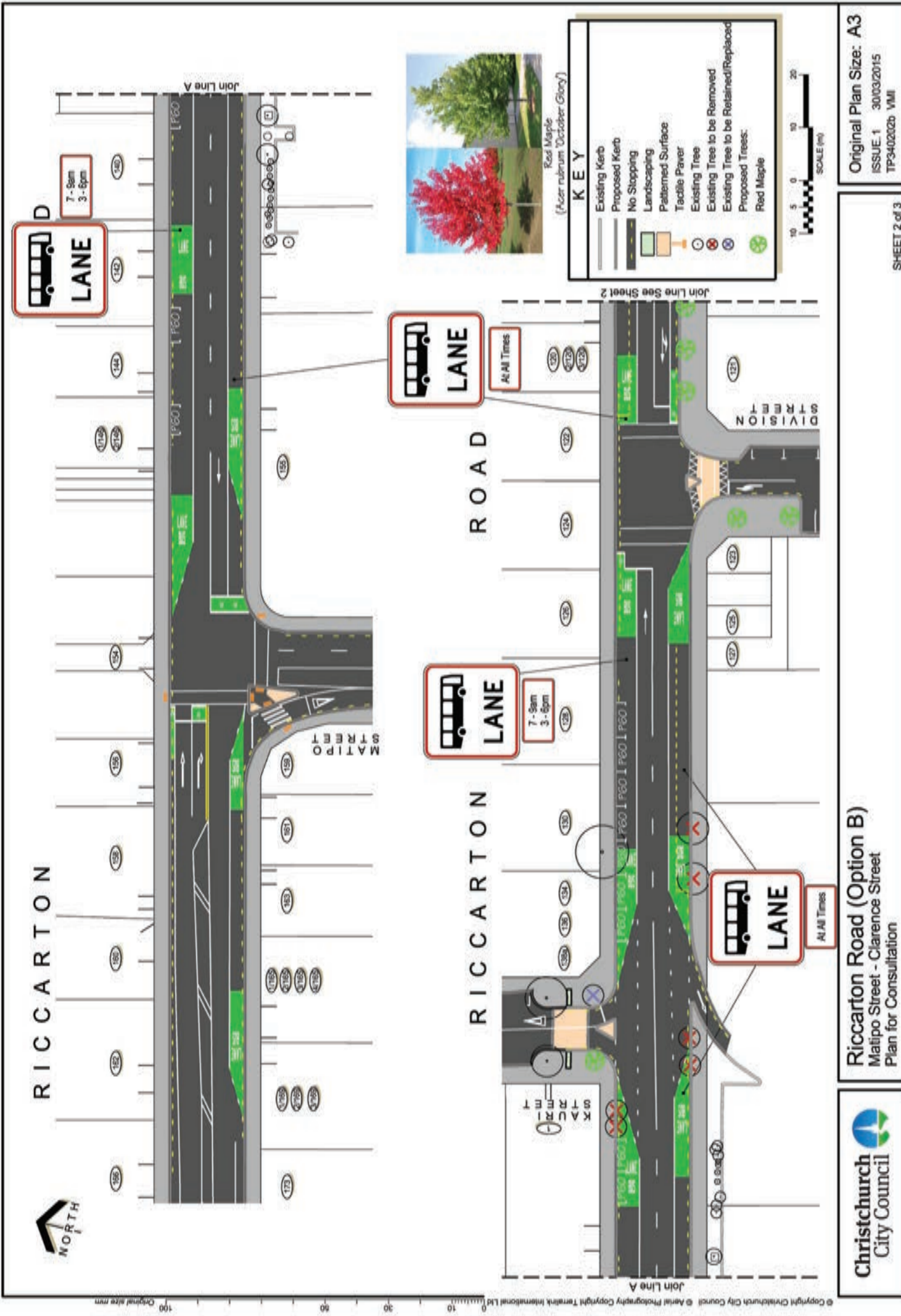
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Riccarton Road (Option B)
 Matipo Street - Clarence Street
 Plan for Consultation

OVERVIEW
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Original Plan Size: A3
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Option B – Key Features

Refer to Overview Plan on pages 16 and 17

Bus priority

- B1** An eastbound lane at peak times to improve the bus flow. The bus lanes will operate from 7-9am in the morning and 3-6pm.
- B2** A short section of bus lane for westbound buses leaving the Riccarton passenger lounge bus stop to get an early start at the Matipo Street/Riccarton Road intersection.

Cycle and pedestrian facilities

- B3** A cycle lane on the south side of the road will run through Central Riccarton, starting at Clarence Street and finishing at Division Street and additional cycle parking will be provided.
- B4** Outside the bus lane times, the eastbound lane will become parking bays and will create space to cycle between the parked cars and the traffic lane.
- B5** Allow for more footpath space on the south side with some landscape enhancements and new trees.

Trees and landscaping

- 21 new footpath trees.
- Removal of 11 existing trees.
- 3 trees to be retained or replaced depending on final design.
- Planter boxes outside 111e and 130 Riccarton Road will be retained. Planter boxes at Kauri and Rimu Street intersections will be removed.
- New and replacement footpath trees will be Acer rubrum, ‘October Glory’, a red maple.

Traffic management

- B6** Relocate the current signal-controlled crossing to the east of Rimu Street to improve access from Rimu Street.
- Remove permission for over-dimension vehicles to use the section of Riccarton Road between Matipo and Clarence Streets

Parking

Reduced on-street parking is needed to free up bus movement to the stops and along the road:

- Parking removed on south side.
- Parking on the north side is available outside peak times.
- To support the businesses on Riccarton Road it is proposed to improve access to council-owned car parks at the rear of the shops between Kauri Street and Straven Road. Currently these parks are not time-restricted. This proposal changes these spaces from unrestricted parking to 120 minutes maximum parking (P120) at all times to increase parking turnover. Signs with directions to the parking area will be provided.

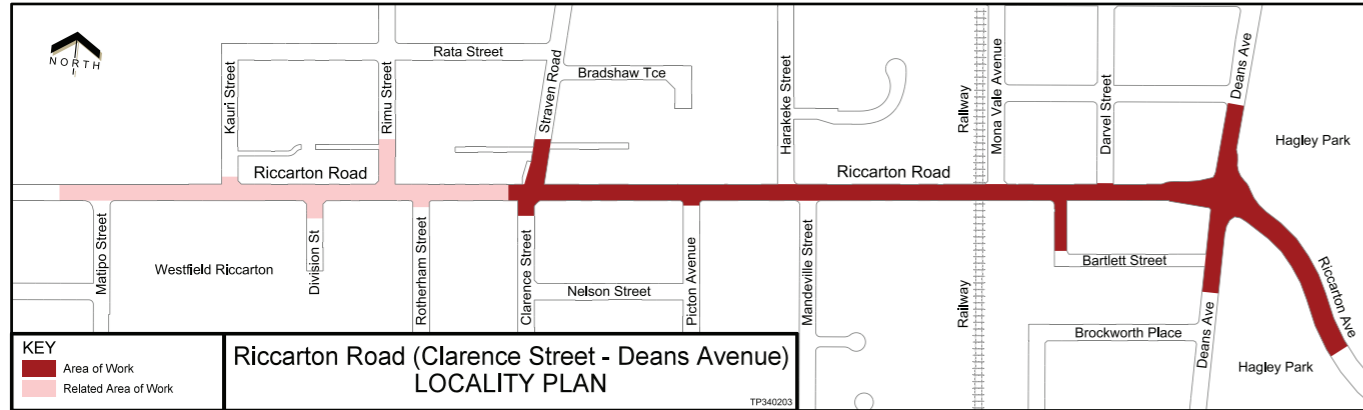
Options A and B Assessment Table

Riccarton Road (Matipo Street to Clarence Street)

Objective	Option A – Central Riccarton (Clarence Street – Matipo Street)	Option B – Central Riccarton (Clarence Street – Matipo Street)
Achieve reliable travel times for bus passengers.	<p>There are no dedicated priority measures for buses in Central Riccarton except for westbound buses leaving the bus stop at the passenger lounge.</p> <p>Removing on-street parking should improve traffic flow as drivers are not pulling into and out of car parks or waiting for a driver to clear a parking space.</p> <p>The two existing sets of bus stops will be changed to one central bus stop. This reduces the need for the buses to stop twice in Central Riccarton.</p>	<p>There are no dedicated priority measures for buses in Central Riccarton except for westbound buses leaving the bus stop at the passenger lounge. Removing on-street parking on the south side should improve traffic flow as drivers are not pulling into and out of car parks or waiting for a driver to clear a parking space.</p> <p>Improved eastbound bus journey reliability times are expected in peak hours through the provision of an on-road peak hour (from 7-9am and from 3-6pm) bus lane. Outside of peak times parking is permitted in the bus lane.</p> <p>The two existing sets of bus stops will be changed to one central bus stop. This reduces the need for the buses to stop twice in Central Riccarton.</p>
Improve access and safety for passengers	<p>Pedestrians can informally cross the street using the central median in addition to the signal controlled crossings mid-block and at intersections.</p> <p>The enhanced tree lined median and surroundings will discourage speeding to balance the improved flow.</p>	<p>Away from the signalised crossings pedestrians have to cross in one stage as there is limited room in the roadway to pause. Overall crossing width is reduced.</p>
Strengthen the character, vibrancy and sense of place at key nodes.	<p>The tree lined median will strengthen the character of the shopping centre, creating a point of difference to other strip shopping areas in Christchurch.</p>	<p>Trees will be planted on the southern side of the carriageway in the areas of widened footpath.</p>
Improve wayfinding and signage to rear parking.	<p>Yes, this will be included at detailed design.</p>	<p>Yes, this will be included at detailed design.</p>
Reflect the local cycle route status of Riccarton Road.	<p>On-road cycle lanes are proposed.</p> <p>Additional on-street cycle parking is provided.</p>	<p>A cycle lane is proposed on the southern side of Riccarton Road.</p> <p>There is no dedicated on-road cycle lane on the northern side, but cyclists will benefit from peak hour bus lanes and increased room outside peak time on the northern side, when parking is allowed.</p> <p>Additional on-street cycle parking is provided.</p>

Proposal – Clarence Street to Deans Avenue

(including Deans Avenue/Riccarton Avenue/Riccarton Road intersection)



Overview map of proposed area of work from Clarence Street to Deans Avenue.

Overview

The Clarence Street to Deans Avenue section of Riccarton Road is essential to bus priority working well, and includes the following design elements:

- replacing the Deans/Riccarton roundabout with traffic signals.
- providing bus priority measures on both sides of Riccarton Road between Clarence Street and Hagley Park.

From Clarence Street to Deans Avenue bus lanes are needed:

- on the west side to allow the buses to beat the traffic queues that occur during the peak hours, so that they can keep to their timetables.
- on the east side to allow the buses to beat the traffic queues that occur during the peak hours, so that they can keep to their timetables.



Current traffic and buses at the roundabout on the corner of Deans Avenue and Riccarton Road.

The key benefits of changing the roundabout to a signalised intersection are to:

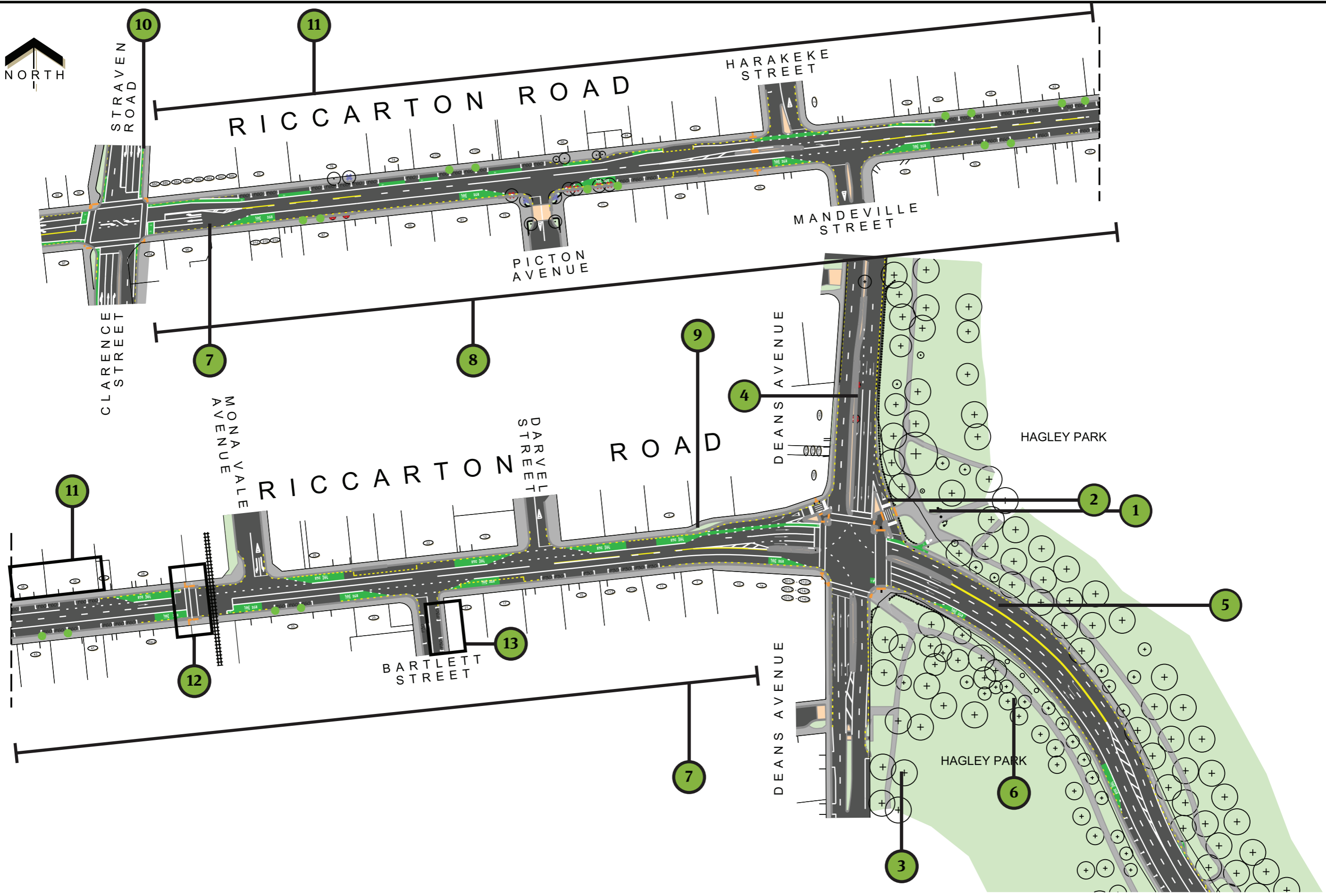
- cope with current and future traffic volumes.
- provide priority for buses travelling eastbound and westbound.
- reduce the number of failing to give way crashes that occur on or at the roundabout.
- provide benefits for pedestrians and cycles crossing the roads and accessing Hagley Park.

On the next two pages is a detailed overview plan of the proposal for Clarence Street to Deans Avenue, with the key features highlighted in blue. See page 26 for a description of each key feature.



Concept drawings for Deans Avenue and Riccarton Road intersection. Artist's impression only.

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Proposal – Key Features

Clarence Street to Deans Avenue

Deans Avenue/Riccarton Road/Riccarton Avenue intersection

- 1 Replace the roundabout with traffic signals

Deans Avenue/Riccarton Road intersection - approaches

All approaches to the Deans Ave/Riccarton intersection will provide lanes for all turning manoeuvres.

Deans Avenue/Riccarton Road intersection - pedestrian and safety improvements, and associated parking removal

- 2 Footpaths and controlled pedestrian crossings will be provided at the intersection. The left-turn slip lanes will include raised platforms to slow the traffic turning left and the zebra crossings will give pedestrians priority in crossing the road.
- 3 Because safety and traffic flow take priority over parking no stopping lines will be added to the immediate approaches to the intersection. Three car parking spaces on Deans Avenue South are to be removed to allow room for a build out at the existing crossing point.
- 4 For safety reasons, to prevent cars from reversing on to an arterial road, current informal parking on the berms on the eastern side of Deans Avenue North will no longer be available. Angled parking on Ayr Street is available for park users, and improved crossing facilities at the intersection make it easier for Hagley Park users to walk to other parking areas.
- 5 Fifteen parking spaces on the north side of Riccarton Avenue will be removed. This is to allow enough space for the required traffic lanes while avoiding damage to trees in Hagley Park during construction.



Concept drawing for Deans Avenue and Riccarton Road intersection. Artist's impression only.

Bus lanes and associated parking and cycle changes

- 6 A westbound bus lane on Riccarton Avenue for buses leading up to the new signals at the Deans Avenue/Riccarton intersection.
- 7 A westbound bus lane from Deans Avenue to Picton Avenue. The bus lane will operate between 7am to 9am and from 3pm to 6pm. Outside these times parking will be allowed and there will be enough space between parked vehicles and the traffic lane for cyclists.
- 8 A westbound bus lane from Picton Avenue to Clarence Street. The bus lane will operate at all times. This will remove ten time restricted (60 minute or P60) car parks.
- 9 A bus lane will operate at all times in an easterly direction from the railway line to Deans Avenue. Three P60 car parks will be permanently removed to the east of Mona Vale Avenue and two to the west of the railway line.
- 10 Changes to the timing phases of the signals at the Clarence Street/Straven Road intersection will give priority to westbound buses on Riccarton Road. Right turn phases from Riccarton Road are also proposed.

Bus stop improvements on Riccarton Road

Minor changes will be made to current bus stops to make them longer and move them closer to existing shelters.

Cycle and pedestrian facilities

- 11 An eastbound on-road cycle lane is proposed from Straven Road to the start of the bus lane on Riccarton Road as part of the local cycle route.

Cycle lanes on Riccarton Avenue and Riccarton Road are provided through cycle lanes or by lanes shared with buses.

- 12 A signalised pedestrian/cycle crossing is proposed at the railway line on Riccarton Road to support the pedestrian crossing movements in the area, and the future Northern Line Major Cycleway. The zebra crossing to the west of Bartlett Street is to be removed.

Other parking changes

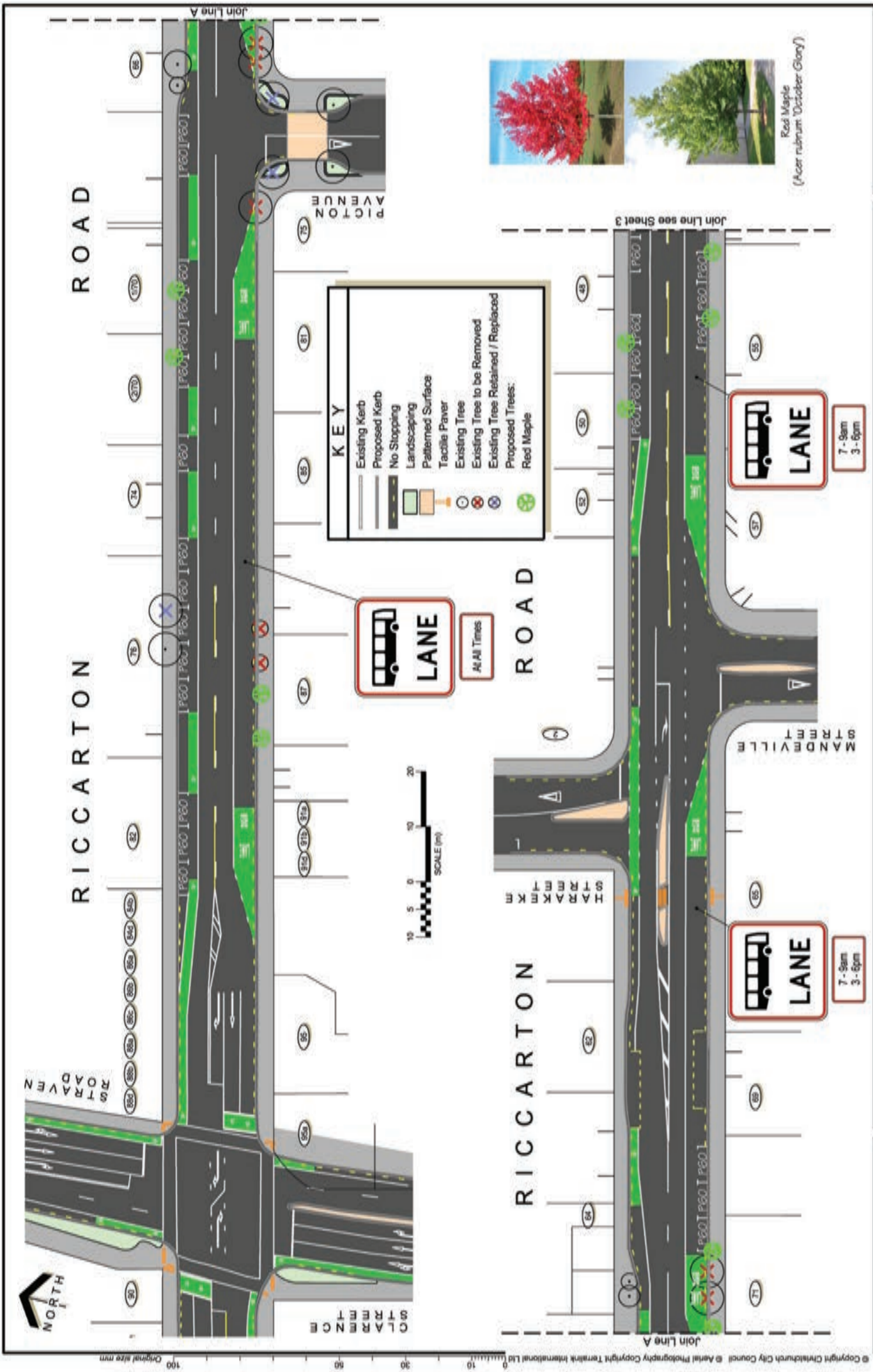
Parking is restricted to 60 minutes unless otherwise marked on the plans.

- 13 Time restricted parking (30 minutes) will be available on Bartlett Street during the operational hours of the bus lanes, to offset the parking loss outside businesses on the south side from 11 to 15 Riccarton Road at these times.

Trees and landscaping (see plan)

- 16 new trees are proposed.
- Nine existing trees to be removed.
- Three trees either retained or replaced depending on the final design.
- New and replacement footpath trees to be the red maple, *Acer rubrum* 'October Glory'.

See the next three pages for details of the proposal.

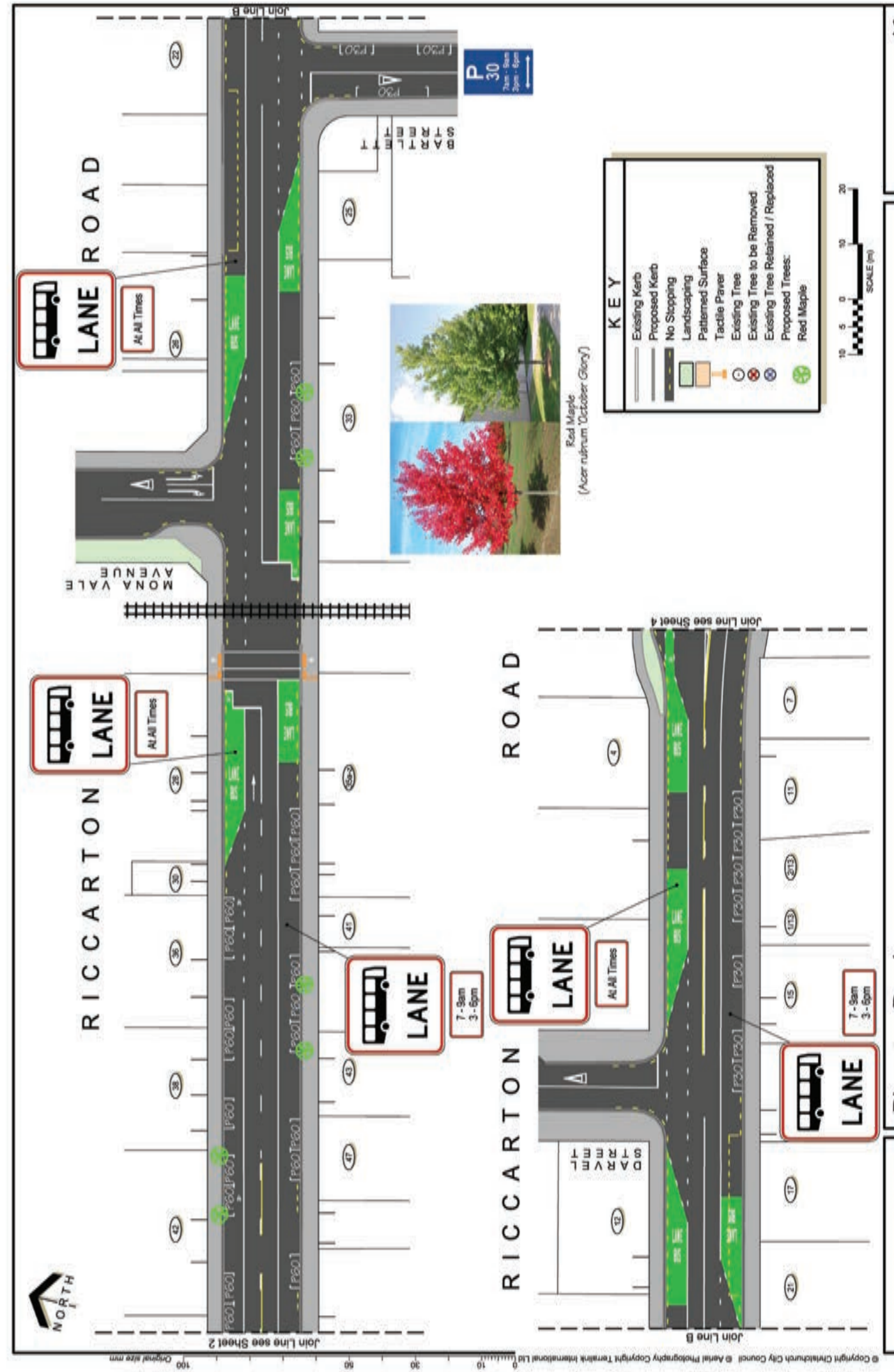


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Riccarton Road
Clarence Street - Deans Avenue
Plan for Consultation

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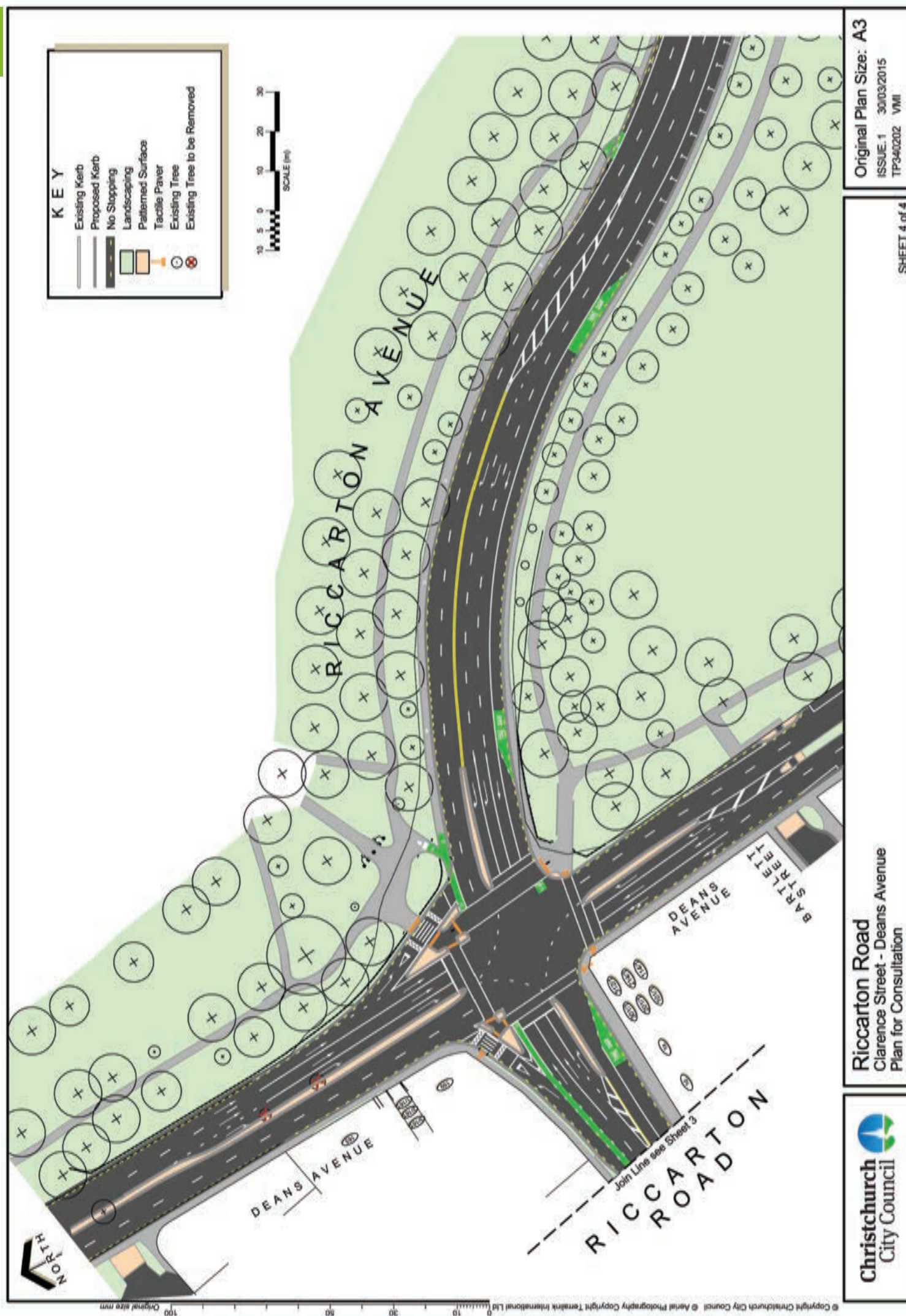


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Riccarton Road
Clarence Street - Deans Avenue
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Questions and answers

What is bus priority?

When road space is at a premium, it helps to give priority to vehicles that can move people efficiently. Faster and more reliable bus services become attractive to travellers, encouraging more of us to leave our cars at home. Bus lanes play an important role, while other bus priority measures also help the flow.

Bus priority is made up of a range of on-street traffic measures that allow buses to get ahead in traffic congestion, so they can keep to their timetables. Depending on which option the Council approves, Riccarton Road bus priority measures may include:

- Part- or full-time bus lanes
- Traffic lights giving priority to buses at some intersections
- Signal-controlled pedestrian crossings
- Improved cycle and pedestrian facilities
- Improved bus stop and bus shelter facilities
- Changes to parking arrangements
- Median islands for pedestrian safety.

Why bus priority in Riccarton Road?

Riccarton Road is the busiest bus corridor in Christchurch. It is an essential part of Christchurch's new public transport network, outlined in Environment Canterbury's Regional Passenger Transport Plan, and supported by the City Council's Christchurch Transport Strategic Plan.

What is the physical scope of this proposal?

All street works have to fit within the existing legal road space.

What other options did you consider?

We considered an option for Central Riccarton that had peak-hour bus lanes on both sides of the road between the Clarence Street and Straven Road intersection, and the Matipo Street intersection. We ruled this option out because it did not improve the environment for pedestrians.

AT PEAK TIME IT TAKES BETWEEN 3-30 MINUTES FROM THE HOSPITAL TO RICCARTON MALL

BUS PRIORITY IMPROVES TRAVEL TIME RELIABILITY FOR ALL TRAFFIC

OVER 3800 DAILY BOARDINGS AT THE CENTRAL RICCARTON BUS STOPS

BUSIEST SUBURBAN BUS STOPS IN CHRISTCHURCH

How will this affect car parking?

Car parks on the street use essential space on this main travel corridor, while parking away from the main road is under-used. This was clear from recent parking surveys of the area.

To gain the benefits of bus priority and develop the Central Riccarton area, we are proposing to remove on-street car parking along sections of Riccarton Road.

On-street parking will be permitted on Riccarton Road between Clarence Street and Deans Avenue in sections of peak hour bus lanes outside the 7-9am and 3-6pm operational hours of the bus lanes.

What parking alternatives will be provided?

In the Central Riccarton Area, many retail outlets have parking at the rear, which is accessed from Clarence Street and Straven Road, Rotherham Street, Kauri Street, Rimu Street and Division Street. Currently these parks are not time-restricted. This proposal changes these spaces from unrestricted parking to 120 minutes maximum parking (P120) at all times to increase parking turnover.

Proposed permanent or peak time car parking reduction

Location	Total permanent parking reductions	Total peak time reduction (No parking between 0700 - 0900 and 1500 - 1800 hours)
Riccarton Avenue	-15	0
Riccarton Road (Deans to Clarence) - South Side	-12	-22
Riccarton Road (Deans to Clarence) - North Side	-6	
Option A - Riccarton Road (Clarence to Matipo) - North Side	-21	
Option A - Riccarton Road (Clarence to Matipo) - South Side	-15	
Option B - Riccarton Road (Clarence to Matipo) - North Side	-1	-20
Option B - Riccarton Road (Clarence to Matipo) - South Side	-18	
Riccarton Road (west of Matipo south side)	-5	
Overall Summary		
Riccarton Road/Avenue (Deans to Clarence) Both Sides	-33	-22
Riccarton Road (Deans to Matipo) Option A	-36	
Riccarton Road (Deans to Matipo) Option B	-19	-20



How will people find alternative parking?

To support the businesses on Riccarton Road it is proposed to improve information with clearer signage to council-owned car parks at the rear of the shops between Kauri Street and Straven Road.

How can we look after pedestrians and cyclists as well as bus users?

The Christchurch Transport Strategic Plan identifies Riccarton Road as a public transport priority corridor, and the location for a public transport hub. At the same time, Central Riccarton from Clarence Street to Matipo Street is identified as a key 'walkable centre'.

These two aims are not mutually exclusive. Through the design options we propose that give priority to buses, we can also include some pedestrian-friendly aspects for the precinct, making it a more attractive place to visit and work.

In addition, integrating facilities for cyclists into bus priority projects makes good sense and is cost-effective. It ensures the project contributes even more widely to providing sustainable travel options and the local cycle route status of Riccarton Road.

What are the alternative routes for cyclists?

Cyclists should use the shared paths in Hagley Park when travelling north to south along Deans Avenue, and a pedestrian/cycle crossing on Riccarton Avenue will link the two parks.

The shared path that runs parallel to Deans Avenue in Hagley Park also links to the Major Cycleway Network (Uni Cycle and Northern Line) at Matai Street to the north and the mid-block crossing at old Blenheim Road.

Cyclists can also cross Deans Avenue away from Riccarton Road at the:

- Deans Avenue/Kilmarnock Street intersection.
- Blenheim Road/Deans Avenue/Moorhouse Avenue intersection.

What about the trees?

New and replacement trees will be large grade, and branches will be limbed where needed to allow visibility underneath.

An independent arborist has done a full report on all existing trees. Where possible, replacement and new trees will be planted near the original spots.

Proposed new trees are all subject to service locations and will be confirmed at final design and construction.

Who is paying for this?

Funds come from the Council's contribution to the Crown/Council cost-share Funding Agreement.

The Council is responsible for delivering this project.

Summary

Bus priority is good for businesses and great for communities. It gives buses space to move, and combined with the better use of road space, can make the area safer and more attractive for pedestrians and cyclists.

Bus priority measures for Riccarton Road have been developed as part of our long-term strategy to support a more efficient and attractive public transport system and to facilitate sustainable transport environment for future generations. We believe that's a good move.

Have your say

We are seeking your feedback and comments throughout the consultation period from 20 April –18 May 2015.

How to find out more

During the consultation period we will hold three drop-in information sessions with staff on hand to discuss the proposal.

Please note that although the first two drop-in sessions focus on different sections of route, you are welcome to attend any session to discuss any aspect.

The drop in sessions will be held at *St Teresa's Church Hall* on the corner of Riccarton Road and Puriri Streets at the following times:

- Thursday 30 April, 3.30pm – 6.30pm
Focusing on the Deans Avenue to Clarence Street proposal
- Wednesday 6 May, 4pm – 7pm
Focusing on the Central Riccarton options (Clarence to Matipo Streets)
- Monday 11 May, 4pm – 7pm
A general information session for the whole route.

Let us know what you think by submitting feedback on Riccarton Road bus priority.

You can use the attached reply-paid tear off form, or visit www.ccc.govt.nz/haveyoursay for more information, and to make an online submission.

You can also find out more about the process or project by emailing: riccartonbuspriority@ccc.govt.nz or by phoning Consultation Leader Philippa Upton on 03 9418808.

What happens next?

If you give us your details on the attached form, we will send you the plans plus the meeting details, and will let you know how you can be further involved in the decision making process.

After the consultation period closes, we compile and consider every comment and make any changes to the plans before they are presented to the Riccarton/Wigram and Hagley/Ferrymead Community Boards. They consider the revised plans and make their recommendations to the Infrastructure, Transport and Environment Committee for consideration.

Once a plan is approved, the project will move to the final design stage, commencing late 2015 and due to the complexity of the project, some measures could take several months to construct while keeping traffic moving.

How to give us your feedback

A response form is provided here. However, you can provide your feedback in a number of ways:

By using the online response form at:
www.ccc.govt.nz/haveyoursay

By emailing your feedback and any attachments to:
riccartonbusconsultation@ccc.govt.nz
(Please make sure your full name and address is included with your submission)

By mail, post to (no stamp required):

Freepost 178
Philippa Upton
Consultation Leader
Christchurch City Council
PO Box 73011
Christchurch Mail Centre
Christchurch 8154

By hand delivery to:

- Riccarton Service Centre, Clarence Street
- At the drop-in sessions as shown on reverse

Clarence to Matipo Street Options A and B

Please let us know which Central Riccarton Option you prefer by ticking one of the boxes below:

Option A

Option B

Please give us any comments on the Central Riccarton options:

Option A

Option B

Deans Avenue intersection to Clarence Street Proposal

Please provide us with any comments about the proposal extending from Deans Avenue roundabout to Clarence Street.

General comments about Riccarton Road bus priority

Contact details

Name: _____

Organisation: (if representing) _____

Role in organisation: _____

Postal address: _____ Post code: _____

Phone: (home/work/mobile) _____ Email: (if applicable) _____

Date: _____

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No anonymous feedback will be accepted.

Whether you use this form or not, you must provide your full name and telephone number please. If you are submitting on behalf of an organisation, please state this and your role within that organisation.

Submissions must be made no later than 5pm on Monday 18 May 2015.

Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact Philippa Upton on 03 941 8808.

Drop-in sessions will be held at St Teresa's Church, Corner of Riccarton Road and Puriri Street, at the following times:

Thursday 30 April, 3.30pm – 6.30pm

Focusing on the Deans Avenue to Clarence Street proposal

Monday 11 May, 4pm – 7pm

A general information session for the whole route.

Wednesday 6 May, 4pm – 7pm

Focusing on the Central Riccarton options (Clarence to Matipo Streets)

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FREEPOST Authority No.178



Attention: Philippa Upton
Consultation Leader
Christchurch City Council
PO Box 73011
Christchurch Mail Centre
Christchurch 8154

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