

ID	First name	Last name	I / We	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views	Project team response
9922	Janette	Webber	have some concerns		<p>My concern is the heavy traffic loading on the Kahu Road bridge.</p> <p>This historic bridge is in a very fragile condition, needing repair. It is clearly not stable.</p> <p>With the traffic lights controlling traffic flow, the heavy bus may have to stop on the bridge and will cause further damage to the structure of this bridge.</p>	<p>Thank you for your feedback.</p> <p>The Kahu Road Bridge is not within scope of this project, this has been referred to Council structural engineers. The Kahu Road Bridge has currently been rated as able to carry traffic with a 30 km/hr speed limit for heavy vehicles (any vehicles weighing less than 44 Tonnes), and is signposted as such.</p> <p>For more information on weight restrictions over bridges and roads in Christchurch see https://www.ccc.govt.nz/transport/legal-road/over-weight-vehicle-permits</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9800	Janette	Campbell	do not support the plan		<p>I'm totally appalled that this tourist bus can be allowed to park in Rotherham St reducing parking which is already at a premium . It will block visibility for both cars and people . This is a busy street with a lot of people and vehicles . The area around Deans Bus is designated Living 1 which deserves better protection from business operators . This bus is huge and ugly and will be a detriment to the area that encompasses the tranquil and very beautiful Deans Bush . I'm sure the Deans Family who very generously gifted this Native Bush to the people of Christchurch would be totally devastated by this commercial operation . It must not be allowed to happen and destroy the tranquility of this beautiful area .</p>	<p>Thank you for your feedback.</p> <p>Council policy is to provide parking for all road users, and where demand exceeds supply to prioritise parking for buses over all other types of parking.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with the tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with the tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9483	Robert	Leonard	have some concerns		<p>While I haven't any real objection to the parking proposal for the tourist buses by The tour operator I find the process leaves a lot to be desired since the parking proposal gives no indication of the real impact of the bus service on the surrounding areas.</p> <p>It should not be up to residents to find out by the "back door" so to speak what is</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the</p>

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					<p>actually going on.</p> <p>HEAVY/OVERSIZED VEHICLES</p> <p>The NZ Land Transport Agency refers to issues of "oversize"/"heavy" vehicles (which includes London type red buses). The NZLTA site redirects to http://www.journeys.nzta.govt.nz/christchurch/travel-choice/heavy-vehicle/</p> <p>All overweight* vehicles traversing Christchurch City Council roads must have Christchurch City Council permit approval.</p> <p>*A vehicle is overweight as per VDM 2002 and/or if it exceeds the weight restriction posted on some roads.</p> <p>Refer to the section " More Information"</p> <p>Since there are restrictions on on CBD roads (Overweight routes Christchurch City CBD Map) there surely must be restrictions on other city roads. Indeed some roads have signs to this effect.</p> <ul style="list-style-type: none"> - road structure not suitable for continuous heavy loads (bus to run every 30 minutes) - includes potential damage to buildings since they shake when large vehicles go by. - right angle bends on narrow roads - existing traffic congestion on narrow roads (Farmers' market, Saturday morning, Riccarton House) - danger to pedestrians especially school pupils, cyclists on narrow roads (30 minute bus service) <p>INVASION of PRIVACY - Quiet enjoyment</p> <p>Quiet enjoyment means being able to enjoy reasonable peace, comfort and privacy, and allowing others to enjoy the same. Double decker buses every 30 minutes in residential areas would interfere with the concept of "quiet enjoyment". They are noisy and allow passengers to look into residents properties.</p> <p>LACK OF PROCESS</p> <p>What really has annoyed residents is the seeming devious approach to this project where we are asked to comment on the provision of parking spaces which in itself is not particularly contentious. However there is no mention of the route the buses will take every 30 minutes which is contentious.</p>	<p>route. The public is not being consulted on the route because Council has no authority to determine the route of a privately operated tour service.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>There is no current or upcoming proposals to alter the parking on Rotherham Street, other than this proposed bus stop.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>

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					<p>A bus every 30 minutes is a "bus service" especially as the service uses Metro bus stops. ECAN have to go through proper processes to setup bus routes etc, so where is the process for The tour operator.</p> <p>Why aren't the public being consulted on the route. Why has this apparently been kept secret until the public find out and ask questions?</p> <p>Surely the CCC needs policies as to where heavy/oversized vehicles can travel in the whole city as indicated by the NZLTA.</p> <p>As I said I am not inherently against the proposal. Other cities have bus tours (I have been on them) and I see such tourist tours as a positive for Christchurch.</p> <p>(The ones I have been on do not travel down narrow residential streets but let passengers off to walk and then collect them further on.)</p> <p>Incidentally is there any substance to the rumour of a new proposal for parking in Rotherham Street and if so, how will this affect the route? R L Broughton, acting as an individual.</p>	
9392	Carol	Matthewson	do not support the plan		<p>Safety issues and disruption issues: earthquake disruption, repairs, traffic problems etc all too stressful for residents already. Rates high. Preservation of community "feel" and sense of being listened to by Council, very important. Quite heavy trucks already in the area at odd times of day and night.</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>Kahu Road, Kilmarnock Street and Straven Road are classified as minor arterial roads in the district plan. Arterial roads purpose is to carry large amounts of traffic from one area to another. Straven Road currently carries around 20,000 vehicles per day, the tour operator will increase this by about 16 vehicles per day (one every half hour from 9am to 5pm) which</p>

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						<p>amounts to an increase of 0.08%. This increase is insignificant relative to the current traffic volumes on Straven Road.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9369	Cameron	Bradley	support the plan			<p>Thank you for your feedback</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9320	Jane	Noone	do not support the plan	RBK Residents Association	<p>I find the proposal of large buses coming down a residential street unacceptable. There are safety issues involved. Rimu Street in particular is too narrow and has a dangerous corner that the buses cannot get around without crossing the centre line. The noise of them going through the gears is disrupting what was a quiet residential neighbourhood.</p> <p>The large tourist buses can look into the private houses and sections.</p> <p>We have a weekly market at Riccarton House and the parking is always at a premium, it will be very challenging and dangerous for foot traffic as well as driving cars coming in either directions as the buses take up all of the remaining road especially with parked cars on both sides of the street.</p> <p>The sense of privacy and the feeling of intrusion in my home has left me feeling very unsettled, so much so I am considering selling, if this situation continues.</p> <p>I believe that anyone considering buying my home would find the bus tours very off putting and could effect the value of property.</p> <p>I challenge anyone who thinks this is an acceptable activity to come to Rimu Street and witness this intrusion for themselves and consider how they would feel if it was their neighbourhood.</p> <p>Please do not let this continue.</p> <p>Jane Noone</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9113	Timezone	Westfield Riccarton	support the plan	Timezone Westfield Riccarton	<p>We of Timezone Westfield Riccarton, located on Rotherham St and directly in front of where the proposed bus service is to be run, agree with the proposal. We feel that the increase in visitor numbers from the tour service will more than compensate for the loss of the 4 parking spaces. We also see that adding</p>	<p>Thank you for your feedback.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>

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					Westfield Riccarton to the tour itinerary should be beneficial to all concerned, most of all the tourists on the service.	
9092	John	Campbell	do not support the plan		<p>Totally disagree with losing even more car parks.</p> <p>The new Riccarton Rd redevelopment already reduces short term carparks in the area.</p> <p>Also the proposed Bus route should not be through Rimu St area.</p> <p>There is barely enough room for cars to pass let alone a large bus. Try access during busy shopping periods ?</p>	<p>Thank you for your feedback.</p> <p>Council policy is to provide parking for all road users, and where demand exceeds supply to prioritise parking for buses over all other types of parking.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9059	Pam	Clarke	do not support the plan		<p>Shock horror, the double decker buses passing my place over recent days are an intrusion on my privacy as those sitting on the top deck view into my living room and garden which does not please me at all. Secondly, the tight corner on Titoki street is an accident waiting to happen as motorists coming from the Riccarton road direction are notorious for cutting the corner and the bus has to swing wide to negotiate the bend. Every half hour seems an overkill, the last 2 buses today have had 2 people sitting in them, unfortunately on the top deck.</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the</p>

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						<p>impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>Kahu Road, Kilmarnock Street and Straven Road are classified as minor arterial roads in the district plan. Arterial roads purpose is to carry large amounts of traffic from one area to another. Kahu Road currently carries around 10,000 vehicles per day, the tour operator will increase this by about 16 vehicles per day (one every half hour from 9am to 5pm) which amounts to an increase of 0.16%. This increase is insignificant relative to the current traffic volumes on Kahu Road.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
9031	Jan	McKeogh	do not support the plan	Riccarton Bush Residents	<p>We strongly oppose any increase to the already increases of very heavy traffic down Kahu Road, Kilmarnock St and neighbouring streets.</p> <p>Our roads are simply not up to standard to handle the increase in traffic and in particular that of heavy traffic.</p> <p>A feeble half hour repair job to one of the large dips outside our house lasted about a week before our house started shaking again.</p> <p>Yes, buses would bring more visitors to the area but not at the expense of the already inferior roads and that of the sanity of the weary residents.</p> <p>Walking tours yes, bus tours NO.</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>Kahu Road, Kilmarnock Street and Straven Road are classified as minor arterial roads in the district plan. Arterial roads purpose is to carry large amounts of traffic from one area to another. Kahu Road currently carries around 10,000 vehicles per day, the tour operator will increase this by about 16 vehicles per day (one every half hour from 9am to 5pm) which amounts to an increase of 0.16%. This increase is insignificant relative to the current traffic volumes.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>

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8973	Elisabeth	Wells	do not support the plan		<p>Large buses on small suburban streets do not seem sensible. None of the public transport buses use these streets. Most of all I cannot see how these buses will be able to get out from Riccarton House to Titoki Street, especially at busy times, as this would involve crossing Kahu Road to travel along it for about 50 metres and then turning right into Titoki Street. At morning and late afternoon rush hour Kahu Road traffic is bumper to bumper. Even turning near Riccarton House seems tricky as access on the road leading to the house is set up for cars and similar sized vehicles.</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by the tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
8935	Carina	Duke	have some concerns	Blind Foundation	<p>Is this to be a short stop bus stop as per a standard bus stop? If not will the buses be idling on the stops. The sounds could impact on the ability of a person who is blind or has low vision being able to listen for traffic to determine a safe time to cross the pedestrian crossing. Also if the stops are being blocked by other vehicles this could result in the bus sitting over the pedestrian crossing - how is this to be managed?</p>	<p>Thank you for your feedback. The tour operator have advised Council Staff that they will only be stopping long enough to pick up or drop off passengers. This bus stop will also be signposted as a 'pick up drop off' to reinforce this.</p> <p>Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community.</p> <p>This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>With the bus stop on the west side of Rotherham Street on the approach to the zebra crossing this will reduce the possibility of buses blocking the pedestrian while they wait for the bus stop to be clear.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>

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8779	Rosalie	Souter	do not support the plan	Private and also member of Riccarton Kilmarnock neighbourhood group	There is a continual push for business interests to make incursions into our residential area. Currently Rata St is suffering from an overwhelming amount of traffic as cars detour off Riccarton Road along Kauri and Rata. Visibility to cross or to exit driveways is already reduced with camper vans parking here while shopping. PLEASE do not allow any more disruption to this residential area. I'm sure tourists will be quite happy to walk a little if dropped at a stop then picked up elsewhere, as happens at Monovale and appears to work, although I am not able to comment on that. Constant street 'cruising' by a tourist operation is totally offensive to our residential space.	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
8767	Marianne	Mckinney	do not support the plan		We totally object to this proposal. The Streets concerned are already narrow with parking on both sides and it is often difficult to pass oncoming cars. The bus would created another problem for the already overcrowded streets. Think about the cyclists who use these suburban streets to avoid Riccarton Road and Kahu road for example. The council puts in cycleways to make it safer for cyclists and then they allow buses to use the streets. Saturdays are a nightmare for the local residents with the on street parking of market customers parking across drive ways. We often have to take our chances getting out of the driveway and now you are suggesting that we add buses into the mix. It will be an accident waiting to happen.	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>

ID	First name	Last name	I / We	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views	Project team response
8730	Tony	Simons	do not support the plan	Riccarton Bush Kilmarnock Residents Association	<p>We object to the likelihood this tour operator intends running buses every half hour through our suburban streets. We have been told the Operator intends to travel a route along Totara Street, Kahu Road, Titoki Street and Rimu Street. This is totally unacceptable to our members, particularly those living in these streets.</p> <p>There is little enough space on some of our streets as it is and we believe these buses may be large.</p> <p>We are concerned about safety for cyclists and pedestrians not to mention noise and the impact of heavy traffic on streets not designed to carry such loads. Regular heavy traffic on suburban streets is not acceptable and we suggest there is probably already a bylaw preventing it.</p> <p>Already many of our houses shake when trucks go by but at least that is infrequent. Every half hour is another matter entirely. And of course, we can't imagine how buses will negotiate these streets safely when there are large events on at Riccarton House, such as the Farmers Market.</p> <p>We need to know more about what this company is proposing but approaches to the Operator have been met with silence so far. Perhaps council staff should be making inquiries?</p>	<p>Thank you for your feedback.</p> <p>The route used by a privately operated tour bus service is not required to be approved by Council. All vehicles are legally permitted to travel on all public roads, unless they are classified as overweight or overdimension, in which require approval by Council and/or NZTA to travel on public roads. The buses operated by The tour operator are not classified as overweight or overdimension, and the operator does not require Council permission for the route.</p> <p>However, Council staff have been working closely with The tour operator to finalise their route through the Riccarton area. The route from Riccarton Bush is via Kahu Road, Straven Road, Clarence Street, Dilworth Street to Rotherham Street, then onto Riccarton Road to travel towards the city. The changes agreed with The tour operator provide better utilisation of the road network and safety of all road users and the community. This route requires changing the bus stop from the east side of Rotherham Street to the west side.</p> <p>The proposed bus stop provides room for buses to stop safely out of the traffic lane. There is a large amount of both off street and on street parking in the general vicinity such that the impact of loss of four parking spaces will be negligible. The Council Parking Strategy prioritises parking for buses over all other types of parking.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>
8539	Dirk	De Lu	have some concerns	None	<p>As this is a private for profit venture CCC must charge market rate for the use of the parking. Applying the same hourly fees as CCC applies to pay parking for the time period to be reserved would be a minimum fee.</p>	<p>Council policy is to provide parking for all road users, and where demand exceeds supply to prioritise parking for buses over all other types of parking.</p> <p>Council provides parking and stopping spaces on public road for multiple types of private for profit ventures such as Taxi's, shuttles, chartered buses and tour coaches. While privately operated, these do all make up part of the transport network.</p> <p>The proposed bus stop is not proposed to be exclusively for the use of one tour bus operator. Any other bus services may use it to pick up or drop off passengers and Council does not intend to charge a fee for this.</p> <p>The delegated authority to approve the proposed bus stop on Rotherham Street rests with the Halswell-Hornby-Riccarton Community Board and will be considered at the meeting on 12th December.</p>