

Northlands bus priority consultation submissions

Submission ID	Attachments	First name	Last name	I / We	Grassmere Street preferred option	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
10790	No			Support the plan		Go Bus	Further to our phone discussion and earlier meeting we support the proposal in its entirety on the basis of: a. Improved bus priority in this very busy metropolitan hub which is a multi-bus route drop off and pick up area b. High bus frequency routes which places additional pressure on bus parking and access and exits c. Better integration with motorists and cyclists in this busy road space d. Enhanced safety for pedestrians e. Promotion of public transport as a viable alternative thus far reducing congestion, achieving better environmental outcomes and supporting local businesses in the area
10805	No			Have some concerns		NZ Trucking Association	In principal NZ Trucking Association has no issues with the proposal. The only comment we would like to make is that this route is also a main route for heavy trucks servicing the surrounding business areas. We would hope that in the design plans enough room has been left for suitable heavy truck access. Off particular concern is that the proposed new lane widths are suitably wide enough to cater for heavy truck movements. Heavy Trucks are 2.5 metres wide plus 500mm each side for mirrors, therefore an absolute minimum lane width of 3.5 metres is required for safe access and interaction with other road users.
10808	No			Support the plan		Red Bus Limited	Continuous dedicated bus lanes on core services are vital to ensure passenger transport operates efficiently with high service reliability. Red Bus strongly supports the proposed bus lane enhancements from Harewood Road to Grassmere Street and our preference is for option A at Grassmere Street. One concern is the location of the proposed Fagus Dawyck Purple trees adjacent to the Northlands Shopping Centre is that they appear from the drawings to impinge on the bus lane in this area which will have the effect of forcing buses to straddle lanes to avoid contact. Branches protruding into the shared Bike/Bus also has the potential to push cyclists into conflict with buses in the lane. There has been discussion without conclusion on the possibility of operating double deck buses on some core services which would exacerbate this situation if the trees were to intrude into the airspace above the bus lane. We suggest these trees be located well away from the kerbside edge to avoid future airspace intrusion. At a detail design level we ask that all street furniture is located well back from the kerbside to prevent contact with buses entering or leaving bus stops. This includes ensuring any overhead structures at the bus stops are well back from the kerb edge where they could make contact with bus bodywork. Finally, while this proposal is a significant and welcome improvement on the present arrangement we ask that wherever practically possible cycleways be fully separated from bus lanes to maximise the safety of cyclists and their effectiveness in maintaining reliable and timely services.
10520	No	Sylvia	Cole				Not sure any suggestion would benefit me

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10519	No	Glen	Tregurtha	do not support the plan			<p>Please find our submission attached. I've struggled to include everything with the time provided, given some information was only received yesterday. I think I have the bulk of points covered though.</p> <p>I'll have another look over the weekend and perhaps send you an update before Monday if necessary, as I gather you'll be out of the office until then anyway.</p> <p>The only other point I particularly wanted to cover was the lack of information regarding the proposed signage to direct customers to parking. Nothing has been stated about what is planned for this, so it would be good to get some information on what you are proposing?</p> <p>We do not generally support the plan.</p> <p>Comments:</p> <p>Firstly, it's concerning that the information provided to the public on the proposal was not impartial and was inadequate to give an accurate representation of the proposed changes. Additional information had to be requested from the project team in order to make an informed submission and I do not feel that this fairly meets the requirements of Christchurch City Council under the Local Government Act.</p> <p>One of the key things missing in any of the information provided is reference to the two significant roading projects currently being completed north of Papanui; the NZTA Northern Arterial (combined with the Cranford Street upgrade) and the Western Belfast Bypass. Both of these projects intend to improve commute times for those coming into the city from the north by diverting heavy traffic off suburban roads. A key benefit of the \$240million project is 'Safer Streets' - encouraging walking, cycling and the use of public transport. Reduced traffic on Main North Road (MNR) will also reduce the traffic delays that the MNR Bus Priority is trying to achieve, without the significant impact on the Papanui Village.</p> <p>1] We do not agree with the proposed four laning of MNR</p> <p>We understand that MNR is a minor arterial road, as defined in the Christchurch District Plan (CDP), though the proposed four laning of MNR with less congestion and therefore faster traffic flow will render it more like a major arterial route such as Fendalton Road which serve to isolate the two sides of the village and reduce the perceived level of safety for pedestrians and cyclists.</p> <p>Papanui Village was zoned as a Key Activity Centre in the CDP, aiming to make it a focal point for employment, community activities, and community facilities. The proposed MNR Bus Priority does not complement the CDP's aims - instead four laning MNR and reducing access to businesses and treats the Commercial Core as a thoroughfare instead, prioritising small improvements to public transport times at a cost to business and safety.</p> <p>The MNR Bus Priority is guided by the Christchurch Transport Strategic Plan, but conflicts with, rather than finding balance with the CDP.</p> <p>The Papanui Business Association for several years attempted to implement improvements to the village with the aim of increasing community benefits through the provision of public amenity and safety. Progress has been made, but we are concerned the four laning of MNR will not aid in improving the village.</p> <p>2] We do not agree that the proposal meets best practice for cycle safety</p> <p>We note that the current marked cycle lanes along both sides of MNR between Harewood Road and Loftus Street are to be replaced with shared bus lanes that were deemed too narrow in the Safety Audit. Clearly a cyclist is safer in a dedicated lane than in a shared narrow bus lane with buses travelling at 50kph trying to avoid delays. It's disingenuous of the project team to maintain that cycle safety was a priority in the design stages while at the same time ignoring the Safety Audit's recommendation that changes be made to the SVL width to avoid occasional risk of serious injury or death. The project team ignored recommendations of improving safety because other projects in the city had been designed and implemented in a similarly unsafe manner. We should be striving for best practice, not mediocrity.</p> <p>3] We do not agree with the removal of 95% of nearby on-street parking on MNR</p> <p>4] We do not agree with the proposed traffic island limiting access to the off-street parking at 12 Main North Road and request that this is redesigned.</p> <p>The proposal not only removes 20 on-street short term parks on MNR (14 northbound, 6 southbound) between Harewood Road and Loftus Street (replaced by just one new park on Winston Ave) but has restricted right turn access to our off-street customer carparking to northbound traffic at 12 Main North Road. Northbound</p>

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							<p>access is now restricted to Loftus Street, adding transit time and complications to those wanting to visit businesses in the area. Currently vehicles can use the centre median on MNR to turn into carpark, preventing delays unlike turning into Loftus Street which is the proposed solution, leaving cars blocking the north bound lane on MNR while they wait to turn. Recent work on side streets aimed to reduce the traffic using these streets, though this proposal leaves customers with no option but to use these streets. Residents will see increased traffic comprising distracted drivers looking for a park. Additionally, traffic exiting our carpark can also not turn right, so this feeds more vehicles onto Loftus Street. Our parking services nine businesses during the day formally, and in the evening, it is used by customers of the nearby hospitality businesses. Clearly this will have a significant impact on each of these businesses, yet no direct consultation has taken place with any of us, and no allowances have been made.</p> <p>5] We do not agree that parking restrictions on nearby streets are not necessary</p> <p>A survey of available parking on surrounding streets in the middle of the day (Mary, Loftus, Horner) showed only three available carparks (all on Mary Street). As there are no parking restrictions on these streets they tend to be used by commuters parking all day. As a result, the project team's suggestion that sufficient parking is available is inaccurate. There are no plans in place to implement parking restrictions on these streets, just some vague comment that this may be looked at following completion of the project should it be deemed necessary. As 95% of on-street parking within 100m of our business is being removed, and there are generally no alternative places to park aside from our five customer carparks servicing nine businesses - clearly there is a need for restrictions to be put in place and we request that this is included in the final proposal. Some direct consultation to determine suitable restrictions would be helpful.</p> <p>6] We do not agree that pedestrians will use the signalised crossings instead of desire lines, and as such we request that the design takes into account pedestrian safety measures at Winston Ave in the form of a pedestrian haven on the proposed island</p> <p>The Papanui Business Association tried unsuccessfully for years to have a pedestrian crossing haven installed as part of the centre median on MNR near Winston Ave. The project team suggest that pedestrians should walk to a signalised crossing at Harewood Road or Langdons Road rather than cross at Winston Ave. It's naive to think that pedestrians will not follow desire lines as they have at this intersection for the last five years we've been observing it. Pedestrians cross here, and under the proposal they'll need to now cross three lanes of traffic, yet no allowances have been made for this. Instead, the project team choose to ignore the safety of pedestrians at this intersection.</p> <p>We request that if the proposed traffic island is deemed necessary the design is changed to allow for vehicles to still turn right into our carpark from the centre median, while also incorporating a pedestrian haven into the island.</p> <p>7] We do not agree with the inclusion of a double bus bay outside 24 MNR</p> <p>Transport modelling simulations apparently show a potential projected saving of only up to 46 seconds over the length of the scheme during northbound peak traffic congestion. Despite two requests to the project team, the actual transport modelling was not supplied, so more realistic average time savings are unknown. The cost of this project, the disruption to business during construction, the loss of on-street parking and access to provided off-street parking, and the lowered safety for cyclists and pedestrians are all significant, only to achieve negligible time saving for buses.</p> <p>In summary:</p> <p>1] We do not agree with the proposed four laning of MNR</p> <p>2] We do not agree that the proposal meets best practice for cycle safety</p> <p>3] We do not agree with the removal of 95% of nearby on-street parking on MNR</p> <p>4] We do not agree with the proposed traffic island limiting access to the off-street parking at 12 Main North Road and request that this is redesigned</p> <p>5] We do not agree that parking restrictions on nearby streets are not necessary</p> <p>6] We do not agree that pedestrians will use the signalised crossings instead of desire lines, and as such we request that the design takes into account pedestrian safety measures at Winston Ave in the form of a pedestrian haven on the proposed island</p> <p>7] We do not agree with the inclusion of a double bus bay outside 24 MNR</p>
10444	No	Graham	Wagener				I am overall supportive of the changes, though I would be overall supportive of any changes to encourage use of mass transit. Aside from the benefits of bus

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							<p>priority I also like that the changes seem to be revitalising the south end of Main North Road a bit.</p> <p>One thing I would ask to be considered is bicycles exiting the Northlands carpark onto Halliwell Avenue. There are some intersections where the loop sensor for the cars fails to detect bicycles, Mary Street at Main North Road for instance, so please make sure the new sensors at the Halliwell Ave intersection work as well as the existing ones.</p> <p>Regarding Grassmere Street I prefer Option A. I think I would feel safer negotiating the Option A intersection as a cyclist than the Option B intersection, especially southbound on Main North Road where Option B would combine the turning traffic and cycle lane.</p> <p>I think it's pretty rough that neither of the options allow turning right into Grassmere as that means any traffic going north out of town will have to meander through local streets to get onto Grassmere as neither of the distributor streets, Grants and Grassmere, allow right turns in. However, I can't figure out any solution to that problem. I'm not too fussed, as I don't live on Grassmere and won't be directly affected. The indirect effects on me I expect are more traffic along Grants, Mary, and possibly Rayburn.</p> <p>With Option A will a give way line on the main lane be enough to allow busses to merge outside Countdown or should there be a set of lights like they're adding to Manchester St at the super stops?</p>
10432	Yes	Ian & Jeanette	Joyce				<p>We are absentee owners of commercial property at 2-12 Main North Road Papanui with several small retail, professional and commercial tenants. We did not receive any notification from the CCC of the proposed changes of the Main North Road Bus Priority and have only recently been informed of this by business owners at the above property.</p> <p>While we acknowledge there is need for buses to run efficiently at inbound or outbound peak times, we strongly object to the council's extensive proposed changes to the bus lanes and times through Papanui village will be detrimental to and at significant cost and inconvenience to most small businesses and their customers in the village.</p> <p>The District Plan review zoned Papanui Village as a commercial core which serves a large and diverse residential population and we would expect that the CCC would and should be helping to improve the business environment in the area, not contributing to its demise as a four-lane thoroughfare will surely do.</p> <p>We would suggest to the Council they could increase bus route efficiency by changing residential street parking to bus lanes and leaving the business area as it is. Any efficiency gains in the Council's proposed plan can only be minor in comparison to the damage it will do to the core of Papanui Village. The Council's addition of extra traffic lights through the Northlands Mall area of Main North Road has slowed the traffic flow considerably and we strongly object to the Council adding more lanes to speed the traffic flow through the Papanui Village to make up for the decrease in flow near the mall.</p> <p>Of particular concern to us is the proposed traffic barrier across the Wyndham Street intersection. The Council has previously removed the street parking in front of 2-12 Main North Road and this proposed barrier will prevent north bound traffic from turning right into the off-street car parks provided at 12 - 18 Main North Road. This could be negated if better signage was erected at Wyndham Street to prevent right turning traffic. It may be better to place a pedestrian safety island there as many people cross the road at this point. The loss of access to off-street parking for north bound traffic will increase traffic in the adjacent smaller streets which have already been narrowed in an attempt to reduce traffic. We would point out that northbound traffic currently has no right turn into Horner Street from the lights as an alternative route via Loftus Street to access the parking.</p> <p>We would expect that the Council will provide compensation for any business adversely affected by the Council's proposed changes. We will be seeking compensation and encouraging others to do so, should the proposed plan be forced through as it is.</p> <p>In summary we believe the Council to be irresponsible in making these changes through the Papanui Business Area as many businesses whose margins are already slim will either go to the wall or not renew their leases and the value of the properties will decrease.</p> <p>The Council should also look at shifting the taxi stand from Horner Street to the Northlands Mall as there are few fares from Horner Street with cabs leaving from there to pick up passengers at the mall. This site could be used for short term parking.</p> <p>When the new northern motorway is completed traffic flow will drop through Papanui so there will be less need to make the proposed changes.</p> <p>The core village atmosphere of everything that goes to make Papanui what it is should be retained and protected. There is no place for unnecessary bus lanes outside peak times in the village to detract from that.</p>

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							We would like to make a deposition when submissions are tabled and would ask that you advise us when and where that will be. We would also like to have a copy of the submissions received.
10403	No			Have some concerns		Asian Supermarket	Supports the proposal including the change of bus stop location, but wishes to retain two parking spaces on the road frontage outside the supermarket. These are needed to allow for short term parking for his customers who only want to call in briefly as they are going past, as opposed to those who use the six parking spaces allocated to the supermarket that are located behind the store and accessed from Main North Road via an adjacent driveway.
10310	No	Owen	Dellamare	support the plan	Option B		Can you make the turn from left Langdons Road into Main North Rd a bit wider, need to police it.
10309	No	Meihan	Feng	do not support the plan	Option B		
10308	No	Edward	Rudge	have some concerns	Option A		Because Traffic from Grassmere will be forced onto Mary St to access Main Road North there should be a longer right turn arrow from Mary Street North. At the moment it is lucky if 3 or 4 cars are able to turn right, at least there should not be a red arrow as not all traffic is straight through the Mary St intersection.
10306	No	Philippa	Cooke	do not support the plan	Option B		Re: Grassmere St Intersection ISSUES I HAVE: 1. Factually, incorrect & we would NOT be able to turn right into Proctor St (due to "proposed island") The only option to get into Grassmere St from Main North Rd would be a right turn into Mary St - leading to increased traffic down what is already a very narrow, congested street. 2. Why can't traffic light on northern side opposite Grassmere St be moved back into natural line of road to allow better and safer merging of bus lane & traffic lane. This increase in space would also allow greater ease of turning right from Grassmere St onto Main North Rd.
10305	No	John & Mary	Dryden	do not support the plan			Support Neither Grassmere Street Option. Why are there special provisions for cyclists when new cycle ways have been created in Grassmere Rd etc? You have not explained what is the problem these changes are meant to solve! How will it work? How many seconds will it save buses? What is the effect on car travel times? We need figures - V.P.D, bus passenger numbers per day before and after No facts! Option A I am strongly opposed to banning a right turn from Main North Rd into Grassmere St. Several years ago, right turn access into Grants Rd was blocked, leaving not much option. (It's Ok for right turners for Blighs Rd into Dormer St). At present the median strip prevents turning right into Proctor St - is this being removed with the new lights? A right turn here would make traffic even more stop/start, I travel mostly by bus and can't see the need for a full-time bus lane, nor can I see the need for a dedicated cycle path when Grassmere St already fulfils this function. Option B Turning right from Grassmere St into Main North Rd has always been risky, and things have not improved since the extra lights with the cycleway. Often Main North Rd drivers heading north ignore the first light and block our chance of turning. As for suggesting Mary St! There is enough chaos from 3:30 pm with cars

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							lined up along the street, if (and only if) northbound cars obey their stop light, three cars can turn into Main North Rd providing they can fit into the main stream traffic. The police station entrance (with crossed yellow lines) makes a right turn into Mary St dangerous.
10301	Yes	David	Wagstaff	support the plan	Option A		<p>1. Harewood Rd & Papanui Rd lights The right turn arrow on Main Nth Rd needs to be on longer to reduce the queue as it is often back to Winston St.</p> <p>2. Langdons Rd & Mary St Put in a "Barnes" dance for pedestrians here. Also widen the road outside the Police Station on Mary St to have a left turn lane, like on Langdons Rd.</p> <p>3. Only allow left turns from the shops/petrol station on Main Nth Rd between Winston Ave & Langdons Rd.</p> <p>4. Remove the parking from in front of the shops where the cycle lane comes from Sawyers Arms Rd, there is parking in Sawyers Arms Rd. This cycle way in front of the shops is an accident waiting to happen. With this parking removed a left only turn lane for traffic into Sawyers Arms Rd. IN FACT the cycleway crossing across the Main Nth Rd should have been included with the current set of lights instead of putting a new set in, a waste of good money.</p> <p>5. No parking from Mary St to Loftus St there is parking behind the shops. This would make Loftus St a turn left only exit, as a better view is made with no car parking.</p> <p>6. The bus lane should start at the Cranford St corner as this section of the Main Nth Rd is always congested</p>
10160	No	Gaye	Paterson	do not support the plan	Option B		<p>Don't be ridiculous!!! How dare you put buses before the residents of Grassmere St. Very few people catch the bus. Please don't block off our street. There are many over 60's units in Grassmere and you would be interfering with our way of settled life.</p>
10159	No	Grant	Buchanan	do not support the plan			<p>Firstly, I must know what the guys in the road planning team are smoking. It clearly removes all sense of reality or practicality.</p> <p>Because previous planners have changed the streets around Merry Street, Frank, Horner & Wyndham Streets, they are narrow etc to slow traffic and reduce traffic, some streets are already blocked off.</p> <p>Traffic now trying to get onto the Main Road can only use Mary Street, lights only allow 2 - 3 cars per light change and traffic is backed up almost to Grants Road.</p> <p>SO HOW ARE WE MEANT TO GET OUT ON TO THE MAIN ROAD!!!! if your team blocks off another road (Grassmere Street)</p> <p>You guys haven't thought it through at all. But you never do consider those actually affected!!!</p> <p>The only consideration could be to make those developing the Cranford Basin put in a road from Grassmere Street or Grants Road, through to Cranford St. Even if that's left turn only into Cranford Street, it will mean we can go North without a 2 kilometre detour will only face if you make the change you intend.</p>
10157	No	Peter W	Duke	have some concerns	Option B		<p>Concerns:</p> <ol style="list-style-type: none"> 1. The loss of 2 parking places outside 21A Main North Rd will reduce customer convenience for the nearby businesses thereby possibly closing them, reducing employment in the area. 2. It will take away a place of temporary respite where a broken-down vehicle could be pushed to stop until repaired safely without blocking the carriageway. 3. Are the tulip tree and Fagus Dawyck NZ natives? if not why not?
10046	No	Sarah	Perkins	do not support the plan			<p>I strongly oppose the proposed changes to the papanui bus lanes priority suggesting the removal of parks along Main North Rd. I use the parks outside China Kitchen & surrounding businesses several times a week and have 2 members of my family with mobility issues. What does the CCC propose to replace those car parks with? It would require more than 2 buses with a transfer for me as an able-bodied person (more than 1 hour of my time one-way to get there) as opposed to a 10-min drive one way. When I tried to complete the feedback in late October there was an issue with the link and now I see that feedback closed on 17 November. I feel strongly that the CCC has no understanding of the requirements for people with mobility issues and caregivers who assist them with errands. These proposed changes will disadvantage the businesses and people who use businesses in that area.</p>
10045	No					Mobil oil New Zealand Limited	<p>Hi Philippa, further to our previous feedback 27 October, we have had the opportunity to view the site taking into account your comments in reply. We are not opposed to bus stops being located outside service stations however in this case we do not think this is a suitable location for the bus stop because of safety reasons.</p>

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							<p>The response below confirms that visibility for vehicles exiting the service station and the other retail outlets would be blocked when a bus is stopped at the proposed bus stop. Vehicles will not be able see if there is a gap in the traffic to move out to, they will either be patient and wait or push out unsighted and rely on oncoming traffic to see them. This is potentially a risky situation created by the location of the bus stop. The response states this would be only for 5-10 seconds but this time can be extended for any manner of reasons and the frequency of buses would increase the risk of unsafe maneuvers.</p> <p>There is only a short road frontage between the two vehicle crossings which the bus stop is proposed to be positioned. As pointed out the stop on the plan provided extends into the entry vehicle crossing to the service station. Your reply points out this is legal; however, it is not good design. Shortening the line will not resolve the issue if in practice the buses have to park across the vehicle entry to the service station. This situation would create queuing on the Main North Road, blocking lanes which could be a risk hazard.</p> <p>We are not against a bus stop in this location however have some questions;</p> <ol style="list-style-type: none"> 1. From the plan provided the bus stop looks to be positioned between the ingress and egress vehicle crossings for the service station. We would have concerns that a stationary bus at the stop will block visibility for vehicles exiting the service station and create an unsafe environment. 2. The bus stop looks to extend over part of the ingress crossing to the service station. If so this would block vehicles trying to enter the service and potentially queue across the bus lane. 3. There looks to be insufficient footpath area for pedestrians to pass by the bus stop which may force pedestrians to use part of the service station forecourt to go around the bus stop. This would be unsafe with conflicting vehicle movement on the service station. 4. Have you had a traffic safety review of the location and looked at these points? If so please pass on to help our understanding. <p>We are happy to discuss further.</p> <p>Final feedback about the proposed bus stop following a site meeting with Mobil representative approval given Thanks for meeting on site to discuss. As discussed, now the bus stop does not extend into the entry vehicle crossing and vehicles wishing to enter and exit the service station can use the bus lane for up to 50 metres this will allow traffic to flow and not restrict visibility for customers exiting.</p>
10042	No					NZ Heavy Haulage Association	<p>This Association represents the interests of transport operators who specialise in moving loads that are either over width or overweight and both take up more space when being transported on the roading network.</p> <p>This section of main north road is a key over dimension route that must be maintained for use.</p> <p>We have concerns about various aspects of the design including:</p> <ol style="list-style-type: none"> 1. the new median that is adjacent to Winston Street 2. the median adjacent to Proctor Street 3. the design of the signals at all intersections to ensure that there is sufficient width and clearance underneath them 4. the new median at Grassmere Street. Either option is not preferred and we are concerned that the median may have a light pole location in the centre of it. This is not a good option for oversize loads transport, and hinging the light is not a preferred solution to the Association. Also the build-out on the northern side of Main North road at the Grassmere intersection will likely restrict loads through here. <p>The Association would be very pleased to enter detailed discussion about how to mitigate the issues raised above.</p>
10039	No			support the plan		Generation Zero	<p>Generation Zero wishes to express strong support for the Council's bus priority changes to Main North Road. We support a full time bus lane running north from Harewood Road to Grassmere Street and the extension of the operating times of the part-time bus lane to the city between Mary Street and Horner Street. We believe these plans will make Christchurch a truly more accessible city, by helping improve the transport efficiencies around Northlands mall.</p> <p>The proposed changes will greatly improve this major public transport hub, increasing efficiencies with bus priority lanes and providing improved bus shelters. The</p>

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							<p>changes will also cater for a safe active transport environment. By improving the efficiencies of these modes of transport, these proposed changes as a whole will ease congestion on this main arterial road heading in and out of the city.</p> <p>Generation Zero supports the removal of 22 car parks along Main North to install the bus priority lanes. A reduction in car parks has been shown to enhance retailing, increase land value, and overall be better for businesses in the long run (6, 7). Given this, opposition to this proposal based on parking reduction will only serve to stifle economic opportunity and future prosperity of Christchurch.</p> <p>To ensure the safety of road users Generation Zero strongly suggest further education be provided to bus drivers and cyclists to ensure they understand how to use the shared priority bus lanes safely.</p> <p>Generation Zero supports these proposed changes to Main North Road and are excited to see Christchurch take further steps towards a healthy, liveable, and resilient city.</p> <p>References:</p> <p>(6) Hass-Klau, Carmen. "A review of the evidence from Germany and the UK." Transport Policy 1.1 (1993): 21-31</p> <p>(7) Topp, Hartmut, and Pharoah. "Car-free city centres." Transportation 21.3 (1994): 231-247</p>
10037	No	Eric	Woods	have some concerns			<p>Grassmere St Option A - Bad, except for parking</p> <p>Grassmere St Option B - Better but parking from A, get rid of pedestrian bulge. Let Main Nth turn right.</p> <p>The addition of trees are nice.</p> <p>Generally, improving bus use is a good idea, but I have some concerns</p> <ol style="list-style-type: none"> 1. Removing so many parks is a worry - I already avoid using these shops due to the parking nightmare, now even worse. Especially north side between Harewood Rd and Winston - there is NO parking behind businesses and Winston is already a parking mess. CCC should by #1 Main North Rd - an empty block below Tony's Tyres - it is vacant now - convert that to public parking. 2. Grassmere St is a problem with both options. Grassmere collects traffic from quite a few side roads, so is significant. It really needs exit right onto Main Nth Rd, as there is no practical alternative to head North - you can NOT go North by going Southern on Grassmere, then East, you can NOT go left on Main Nth Rd then take a right North, as the mall blocks this for a long distance. <p>I think a big part of the problem is the incredibly frustrating footpath to the North of Main Nth Rd, between Grassmere and the shops. It is taking up a huge space. It blocks the bus lane from continuing North, so forces buses to merge for 20m. It blocks the flow of traffic turning left into Sawyers Arms Rd, adding to the congestion on Main Nth Rd: to turn left onto Sawyers you used to be able to turn into the left turning lane 3x (300%) earlier, and not get stuck in North traffic that is often at a standstill. Now you have to wait in the Main North lane for ages. All for what?. I guess so cyclists have a shorter crossing BUT they have a light, so add a few seconds to the light - I never see any cyclists use that crossing, so it won't matter.</p> <p>So get rid of that annoying pedestrian bulge, and use the space to let Grassmere turn right and let Main Nth turn right onto Grassmere! And it will let the bus lane flow - the whole point of these changes! Otherwise the bus will be stuck trying to merge into the jammed North lane for AGES - seriously!</p> <p>3 So section 4, option B is a bit better, but needs changes AND need the South parking from option A.</p>
10031	No	Allan	Taunt	support the plan	Option A		<p>There are two key benefits of gained from introducing full time bus lanes:</p> <ol style="list-style-type: none"> 1. Public transport is environmentally friendly. It is far better to have 30 people on a bus than 30 cars on the road. Public transport need to be on-time and reliable. Busses need their own separate lanes, to avoid being held up by congested traffic. 2. Bus lanes are far safer for cyclists than having a narrow cycle lane running beside cars in the door zone. When cyclists have the bus lane to cycle in it gives them more visibility of hazards and also allows drivers to see them more easily. <p>Please note there is plenty of off-street parking, so that should not be a problem.</p>

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10029	No	Lauren	Woolgar	have some concerns	Option A		Too many traffic lights. Papanui Road is already a traffic hot spot with waiting times nearly 40 minutes in off peak traffic atm, adding more lights further on is going to cause more issues, if you can reduce the use of Papanui as a cut through (mainly take out the cars using Papanui Road and Main North Road as a through way to get from the north of the city to the south) then it would be a lot easier for us residence who just want to get home
10027	No	Anna and Brad	Mooar	do not support the plan			We don't support either option as both seriously restrict access in and out of Grassmere Street. Neither option adds significant value to the overall area. Best option is to widen Grassmere St again at the intersection of Main North Rd. This would allow a lane each for traffic to turn left and right out of Grassmere St.
10026	No	Mark	Arneil	have some concerns	Option A		Not good for residents of Grassmere St but better for the greater population. Better access not just signage is required around the post office.
10025	No	Paul	McKee	have some concerns	Option A		It is often difficult to turn right out of Halliwell Avenue for 3 reasons. <ol style="list-style-type: none"> 1. Traffic is sometimes banked up from Sawyers Arms Road back to Northlands. 2. The pedestrian lights at Halliwell Avenue are synchronised with the green traffic light so that car turning right has to wait for anyone crossing. 3. Vehicles often don't indicate turning right out of Northlands onto Main North Road giving the impression that they are going straight through into Halliwell Avenue. This also delays vehicles turning left onto Main North Road which have right of way. <p>I am also concerned that many of the parking spaces behind the Mobil station and nearby shops are allocated to those shops. This could result in there not being enough remaining parking spaces for vehicles no longer being able to park on Main North Road due to the removal of parking spaces.</p>
10023	No	Glynis	Bernard	do not support the plan			I do not support the options. With reference to Grassmere St, I would submit that the current intersection layout is working to a point. The improvement needed is the return of the left & right hand turning lanes on Grassmere (this is how it used to be before the cycle lane works). If the Main North Rd vehicles are stopped at the pedestrian/cycle crossing, vehicles turning right onto Main North Rd have a chance to get across either through driver courtesy or pulling into the gap between crossing & the waiting vehicle. What would make it more fluid is if the stopping point was one car length back - painting the road would fix that! Are the additional pedestrian crossings outside 2c Grassmere needed? I would suggest the redesign the abutment on Main North Rd or paint the road to enable vehicles to pass on the left of vehicles waiting to turn right into Grassmere. Using Mary St at certain times of the day is to be avoided, eg after school. The Police must find it difficult to go about their business with the congestion on Mary St. A stand up meeting was held on the corner of Main North Rd & Grassmere with residents and council representatives during the cycle lane construction phase and all the faults of the current design were highlighted. I'd hate to see further rate payers funds wasted on poor design.
10022	No	Sue	Gray	support the plan	Option A		I fully support the bus priority lanes. Busing in my only transport to get to work, shops and outings.
10021	No	Adam	Lines	support the plan	Option A		Overall, I strongly support the proposed changes. However, the southbound bus lane should be extended to the Harewood Road. Whether that means banning right turns into Harewood Road, or combining all turning movements into one general traffic lane, the bus lane needs to extend to the intersection so isn't held in traffic.
10019	Yes			do not support the plan		Grants Road Holdings Ltd	Grants Road Holdings Ltd owns land at the intersection of Grassmere Street and Grants Road. Grants' Road Holdings Ltd does not support either of the options proposed for the intersection of Grassmere Street and Main North road, for the reasons set out below:

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							<p>1. The land between Grassmere Street and Cranford Street has recently be re-zoned for intensive residential development under the Cranford Basin Recovery Plan.</p> <p>2. Maintaining the current vehicle turns possible at the intersection of Grassmere Street and Main North Road is vital to ensuring the development of the Cranford Basin land is able to progress.</p> <p>3. Whilst the Outline Development Plan proposes a connection between Grassmere Street and Cranford Street, this connection requires three different landowners to agree to construct the road. This is unlikely to occur in the short to medium term.</p> <p>4. Until the Grassmere Road/Cranford Road connection occurs, there should be no restrictions on turning movements into or out of Grassmere Street.</p> <p>5. Grants Road Holdings Ltd could support the works at the end of Grassmere Road provided the Council fund and construct the connection between Grassmere Road and Cranford Street as soon as possible.</p> <p>Request of Council: That Council redesign the intersection of Grassmere Street and Main North Road to preserve a right turn both into Grassmere Street and out of Grassmere Street.</p>
10015	No	Herman	van Herel	do not support the plan	Option B		The connection for traffic from Grassmere to turn right onto MNR is essential! In future with the development of Cranford Basin will potentially add more volume.
10014	No	Sam	Harris	support the plan	Option A		
10012	No			do not support the plan		Super Liquor Papanui	<p>We do not support the bus priority plan as it has been designed.</p> <p>Bus lane has no consideration for convenience businesses along the route. Small businesses and banks require retention of some on street parking in this area.</p> <p>We want some permanent parking to be retained on Main North Rd, both north bound and south bound.</p> <p>We do not support the part time south bound bus lane from 2-6pm, as this removes all parking for south bound traffic.</p>
10011	No			do not support the plan		Super Liquor Papanui	<p>Objection to Proposed Bus Priority Lanes on Main North Rd</p> <p>We are firmly opposed to the proposed design of the bus priority lanes through Main North Rd. There has been no consideration whatsoever given to the small businesses along this route. These businesses are mostly convenience based which means people often pull in to a park, pick up their goods and continue with their journey again. Removing all on street parking will have a significant negative impact on small businesses and banks in the area. Easy access to parking is essential and some on street parking must remain.</p> <p>After the earthquakes, the Papanui Village Business Association was formed, to create a pleasant on street shopping strip, where people could pop in and do their shopping. The Village was tidied up, planting installed. All of this will be undone if the proposed bus lanes are installed. It will not be a people friendly area, and there will be a lack of foot traffic. Papanui Village will once more become a row of empty shops with a 4 lane highway running through it -with the only destination the Mall. It is naive to think that bus passengers will all suddenly start shopping in the area. Most of them get off at the Mall, or simply pass through the area on the way somewhere else. The foot traffic mostly comes from people parked on the street.</p> <p>The on-street parking is well used, and will become more in demand once the former WINZ building in Winston Avenue reopens with a 24 hour gym and food court area. Was the parking survey assessing the availability of parks in the area done after this building closed? When this building is open, the Winston Ave area is very busy, and parking is difficult to find.</p> <p>If this plan goes ahead in the current form, there will only be 4 full time car parks (outside 491 Papanui Rd) in the entire Papanui Village from Blighs Rd to Grassmere Street. When we moved our business recently, we considered leasing one of the vacant and repaired shops at 485 Papanui Rd. However, the reason we decided against this, was because of the part time bus lane which takes away on street parking from 3-6pm every afternoon currently. This is probably why these shops have been mostly empty since they were repaired.</p>

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							<p>It is all very well for glib statements to be made to the media that there is parking behind the businesses on Main North Rd and that signage will be improved, but had anyone asked, they would have discovered that parking is limited, and already well used. Each business pays extra rent for the parks they have - they are not public parks. Business use the parks for staff parking and, customer parking. We use our limited parks for customers, for staff leaving late at night, visiting company reps and our business van. We do not have enough for everyone who wants one, and we have tried to get more, but they are not available - the car park cannot be made any bigger. Sometimes we have no access to our parks, when large delivery trucks come, as they unload in the driveway where our parks are.</p> <p>CCC does not appear to support small businesses. All over town, people are protesting CCC plans to install cycle and bus lanes and take away on street parking. Why? It is not because business people are resistant to change. It is because business owners know how vital convenience parking is to their businesses. Business people know that the majority of people will not stop if they cannot find a park, they simply go elsewhere. We also own a business in the Edgware Village. Since the cycle lane has been constructed, businesses turnovers are down 23-30%. Our foot count is down 300 a week. Parking there is much more difficult now, and motorists avoid the area. Cyclists don't stop and shop, the majority simply cycle through. The same thing will happen with bus passengers. Like it or not, people in Christchurch like to drive. We realise there is a push to get people using public transport, but this is a long-term project -should it really be at the expense of current small business owners committed to leases? There needs to be some compromise made here, and some parking retained. Perhaps the plan for the whole area should be considered. What impact will the Northern Arterial have on this congestion in the area? This Northern Arterial route was designed to offer an alternative way to go north, rather than through Papanui Village. Will a bus lane actually be needed once the Northern Arterial comes on stream?</p> <p>Before we signed a lease in our new site, we emailed the CCC and Transit NZ to ask about the possibility of cycle lanes etc in Papanui and got no response. We would not have signed a long-term lease, had we known of plans to remove all on street parking from this section of the Village. The financial impacts of this will be significant, as our experience in Edgware Village has already proven. Would the traffic planners or city councillors would be prepared to work unpaid or take a cut in income the way business owners are expected to? When business owners sign a lease, they are committed to it financially long term. While risk is a part of business life, most business owners on this section of road value on the on-street parking, and all signed leases taking the on-street parking into consideration. I spent a morning talking to all business owners encouraging them to put in a submission, and no one was in support of the bus lanes. Why? Because they understand the importance of parking on Main North Rd. Would the additional bus travel time be significantly impacted if the buses had to wait until after Langdon's Rd to join the bus lane? This would have little impact on the bus passengers, yet the impact on small business would be huge.</p> <p>We suggest that some of the parking is retained permanently on the North bound lane. The current bus lane stops before the lights on Papanui Rd -" we suggest the bus lane then recommences after Winston Ave, or preferably Langdon's Rd. This curved section of the road is relatively narrow anyway, and the journey time will not be impacted by more than a minute or two, at the most, if this section of the road retains some parking. It is not unreasonable for business owners to request some parking be retained on both sides of the road. This parking is used regularly by customers frequenting all businesses - in a 2 hour period on the morning of Friday 10 November, 18 -20 people parked and went into businesses and banks on both sides of the road -many of them were only there for 10-15 mins.</p> <p>We are also opposed to the south bound bus lane operating in the afternoons from 2-6pm. Our car parking is behind our business in Winston Ave, but any customers coming from the north will not be able to access our business at this time. They cannot turn right into Winston Ave, and there will be no on street parking on the opposite side of the road for them to access. Therefore, all south bound customers are likely to go elsewhere, because of the lack of parking. We would like to see 2-3 permanent parks retained on this side of the road. We are also opposed to any bus priority lane proposal being full time. There is not a need for the bus lane to be 24/7 - why does a bus need priority at 8pm on a Friday night, or 6pm on a Sunday afternoon?</p> <p>When starting a project such as this that will decimate a village shopping area, I would suggest that the planners spend some time talking to business owners nearby and getting their thoughts, before they commence the project. It would also be useful to consult business owners at some stage before the project goes out to the design phase, rather than consultation phase. We found out about this project through a Facebook post by Mike Davison's page.</p> <p>Why do small business owners have to bear the costs of this?</p> <p>We would appreciate a response to the following questions:</p> <p>When were the surveys assessing parking availability done?</p> <p>Could the council provide studies which show how bus priority lanes improved business -in a New Zealand context, preferably Christchurch. At the consultation meeting we were assured that studies have shown this. I would like to see studies from New Zealand, preferably Christchurch that have assessed the impact of cycle or bus lanes on small businesses affected along their route. Overseas studies are irrelevant as New Zealand has different public transport systems and needs.</p> <p>Will the bus lanes further down on Papanui Rd become full time bus lanes, thus removing even more parking from Papanui Village? (Emailed this question to</p>

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							<p>Philippa Upton on Friday 10 November -no reply received by Thurs 16 Nov)</p> <p>What impact will the Northern Arterial have on this congestion in the area?</p> <p>To sum up:</p> <p>We do not support the bus priority plan as it has been designed</p> <p>We want some permanent parking to be retained on Main North Rd, both north bound and south bound</p> <p>We do not support the part time south bound bus lane from 2-6pm, as this removes all parking for south bound traffic</p> <p>We would like the chance to speak to this submission.</p>
10010	No	Mr J	Winterburn	have some concerns	Option B		<p>As a resident of Grassmere Street and a very active cyclist and motorist can I put forward my thoughts on this proposal.</p> <p>Since the new cycleway was installed congestion at the top of Grassmere Street, has unfortunately noticeably increased with the extra crossing lights causing more congestion. It is of great benefit as a cyclist to have the pedestrian/cycling crossing for the Main north Rd/Grassmere St in place. HOWEVER, as a car driver myself trying to emerge from Grassmere Street by car with a view to turning right on to The Main North Road with the current set up is fraught with problems and these are further aggravated by parked cars and various temporary road signs placed outside the Hairdressing shop on the Southbound side of the road opposite Couplands Bakery, this dramatically blocks the view of the oncoming traffic to the right when trying to turn right out of Grassmere St.</p> <p>Many local road users who simply want to turn left from Grassmere Street on to Main North Road, have a lengthy await when a vehicle in front of them is trying to turn right onto Main North Rd, from Grassmere St. Locals have now learnt that the only real way to turn right from Grassmere St onto Main North Rd is to actually turn left then proceed into Northlands Mall Car Park do a U turn and then emerge again and turn left back onto the Main North Road Again. This is a rather time consuming matter but far safer than trying to turn right and emerge on The Main North Rd. However, this adds to further problems in the Northlands Mall Car Park with cars doing U turns in the Northlands car park opposite Halliwell Ave, as can be witnessed every morning when this is going on.</p> <p>There is no easy solution to this problem but of all the options I support OPTION 'B' provided the proposed traffic lights at the top of Grassmere St, can be 'sensor activated' by vehicles waiting to emerge from Grassmere Street and wanting to turn right and work in conjunction with the pedestrian/cycle crossing, and not to be on a 'timed cycle' as at quiet times this would be of no value.</p> <p>For the left lane of traffic wanting to turn left from Grassmere St on Main North Rd, a 'GIVE WAY' priority or permanent green left filter system would be far better than bring totally 'TRAFFIC LIGHT CONTROLLED' as there is no justification for traffic lights to control left turning traffic and would only slow southbound traffic be coming down the Main North Roads further during peak periods. Regrettably the option to turn right from the Main North Rd, into Grassmere Street (whilst useful for local residents) is not sustainable in view of the limitations on space in my opinion.</p>
10009	No	Mrs Norma	Crutchley	have some concerns	Option B		<p>Whichever Option is chosen serious thought has to be given to reducing car parking in Grassmere St and Mary St. In Grassmere St car parking spaces on the cycleway side, (especially the space near the Pedestrian Island are dangerously close and difficult to manage to turn around the vehicle parked). Having footpaths, a cycleway, green verge etc. leaves very little room for 2 lanes of cars to keep to the yellow arrow in the road and pass safely! I believe there is to be 2-3 entrances on to Grassmere St from a new subdivision creating more traffic problems.</p> <p>Mary Street is at present the most hazardous street in the area, yet we are told to use it as an alternative! Coming from the Grants Rd end when a vehicle reaches the Police Station it is very dangerous. There are 4 parking places for vehicles from Police gates (where behind these, Police cars are parked ready for use in Emergencies & Patrol). The 4 parking spots from Police gates to the traffic lights block traffic flow for those turning left or going straight ahead at the lights, and needs to be NO parking spaces. There and very tight spacing between left and lane turning right into Main North Road makes this corner VERY congested.</p> <p>As the lights only allow about 4 cars through at one time, queues form in left and right turning lanes causing congestion, and more time between lights changing from green to red. Removal of the tree and curving outside Police Station would give more room for traffic turning left from Mary St on to Main North Rd, and allowing those in that lane going straight ahead more room. Quick exit for Police vehicles is prevented by parked cars and queues of cars waiting to turn left or right onto Main Nth Road.</p> <p>If Plan B suggests to use Proctor of Mary St instead of Grassmere to left turn to get to our Ngaio Marsh Village from Main Nth Road Proctor Street seems the best choice to get to Grants Road, where the Village is situated, because of the huge 'bottle neck' at Mary Street. There is not enough room down Mary Street to pass</p>

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							<p>parked cars (with their protruding mirrors) and still have the width to keep within the arrows on the road allowed for two cars passing each other. Heavy vehicles, Ambulances, Fire Engines are being disadvantaged by not being able in 'Plan A' to turn right off Main North Road into Grassmere Street.</p> <p>So each Plan A & B have disadvantages, and hopefully will soon be resolved.</p> <p>The cycleway and its width in Grassmere St, as well as residents parked cars, grass verg, and footpaths should not be disadvantaging motorists. Cars should be able to turn right at lights with longer time between green and red changes.</p> <p>A Bus route is required to be reinstated in either Grassmere St or Grants Rd. There used to be bus stops and a shelter on Grants Rd and a stop on Grassmere St. The reason for cancelling this route was given as 'not enough patronage'. Since then many residents have aged and given up driving, so there would be more patronage. Staff of Ngaio Marsh Retirement Village could also use a bus, as well as residents and visitors to the Village.</p> <p>I believe the new housing subdivision is to have 3 entrances on to Grassmere St so residents from those houses could also patronise a bus service in Grassmere/Grants Road area. A 'mini-bus' could be used if Ecan do not think a large bus is not economical. Public Services do not always pay and are often subsidised.</p> <p>Residents could benefit from a bus to get them to Hospital for visiting or treatment as well as shopping and recreational purposes, and would appreciate a bus service being re-instated.</p>
10008	No	Peter	Kenna	support the plan	Option A		Cyclists not to use bus lane. This holds up buses.
10007	No	Paul	Williams	do not support the plan			<p>Where is the cast-iron fence stopping the public stepping off the footpath & into the path of a bus? (not very safe).</p> <p>Should look more at London bus routes on U-tube to improve your design. 43 down Holloway Rd.</p> <p>The green paint will fade & look bad after a few months.</p> <p>E-Cans timing points are a problem. When the bus arrives at Northland it will probably sit there as it is too early.</p> <p>Unless the bus can move off straight away it's not going to speed things up.</p> <p>People will not be encouraged to use the bus if E-can has all these timing points all over the place.</p>
10006	No	Claire	Callanan	do not support the plan			I don't want it to happen because it will ruin a lot of business and bike lane have already ruined other business. It bad!! It not good!
10005	No	Laura	Siegert	do not support the plan			<p>I don't want it to happen because it will ruin our business and the bike lanes have already made our other business bad.</p> <p>IT'S NOT GOOD!!</p>
10004	No	Trevor	Agnew	support the plan			<p>Since both Option A and Option B involve NOT allowing right turn into Grassmere St - I refuse to vote for either.</p> <p>1. Concern - re restrictions on turning in/out of Grassmere St - will mean more cars travelling (via Mary or Proctor Sts) and along Grant Road.</p> <p>Problem: Grant Rd is narrow & parked on both sides (Ret Home Staff) - so at present it is difficult for two cars to pass here.</p> <p>2. With growth of housing in Grassmere St - new subdivision - I feel this problem will get worse.</p> <p>3. The current state of the section of Grassmere Street beside Ngaio Marsh is not good - too narrow & non-functioning gutters flood the street with each rain - so that passing cars splash pedestrians.</p> <p>4. With MORE traffic, this will only get worse.</p> <p>5. The length of detour - with the turn from Nth Rd to Grassmere St stopped - is an enormous distance, through a complex tangle of streets - artificially narrowed by an earlier traffic plan - try driving to Grassmere St by way of Mary or Proctor Sts, and you'll see what I mean.</p>

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							<p>I can see the point of having the bus lanes & smooth running. I just feel that there may need to be extra work done in e.g. widening such streets as Grant Road, Mary Street etc.</p> <p>My suggestion is that you try driving the route & see the problems listed on the other page.</p> <p>This plan has an aspect which concerns me - the removal of car-parking from areas of the North Road.</p> <p>Section 1 of the proposal seems to remove some of the parking from the shops Winston Ave.</p> <p>Section 4 Option B seems to favour removing 5 of 7 carparks - In both cases these parks are vital to the survival of the various businesses e.g. restaurants, take-aways, chemists, bakery etc.</p> <p>So please consider the difficulty facing these shops e.g. China Kitchen moved to Papanui after earthquake & built up business from scratch. Taking parks away would kill their business.</p>
9983	Yes			do not support the plan	Option A	The China Kitchen Restaurant	<p>We are completely opposed to the proposed design of the bus lanes through Main North Rd, as this bus lane will have a huge impact on our business, The China Kitchen, located at 17 Main North Rd. We rely on the on street parking for our customers as we have very little parking behind our business. The 3 car parks we lease are used for staff car parking as we have young staff working here and leaving late at night. They cannot park elsewhere as it could be dangerous for them to walk back to their cars late at night. Therefore we need to provide safe carparking for our staff.</p> <p>A significant proportion of my business is my takeaway business -customers pull in on the way home from work and grab a takeaway and a bottle of wine from the Super Liquor next door. If we have no parking on the street in front, we are very likely to lose this business, as people will not park miles away and walk. They will simply keep driving, and go to another restaurant or takeaway place further on in their journey. We will lose a significant amount of business, and if we lose this business, it is likely to close our business down.</p> <p>Consideration must be given to the small businesses along this route. These businesses are mostly convenience based which means people often stop and pop in, pick up their goods and leave again. Easy access to parking is essential and some on street parking must remain, or the Papanui Village will once more become a row of empty shops. The on street parking is well used, and will become more in demand once the multi storey building in Winston Avenue reopens, and customers and staff start to use this area again. Previously when WINZ was in this building there was a demand for carparking in the Winston Ave area, and since the building has been closed this has eased somewhat. When it reopens shortly with a 24 hour gym and food court area, parking will be at a premium again.</p> <p>We are opposed to the south bound bus lane operating in the afternoons from 2-6pm as it means any customers coming from the north will not be able to access our business at this time. They cannot turn right into Winston Ave, and there will be no on street parking on the opposite side of the road for them to access. Therefore all south bound customers are likely to go elsewhere, because of the lack of parking. We are also opposed to any bus lane proposal being full time. There is not a need for the bus lane to be 24/7 – why does a bus need priority at 8pm on a Friday night, or 6pm on a Sunday afternoon?</p> <p>If this plan goes ahead, there will only be 4 full time car parks in the whole of the Papanui Village area from Blighs Rd to the Mall entrance and they are the carparks outside 491 Papanui Rd. Customers will not pull in there and walk to our business from there, as they would have to cross the busy intersection. They are extremely unlikely to do so. Nor will they park in Harewood Rd and walk over, as one of the planners suggested in a meeting. People simply don't do this, and even if the council wishes to change this, should it be at the expense of my business and livelihood?</p> <p>We suggest that some of the parking is retained permanently on the North bound lane -the bus lane stops before the lights on Papanui Rd/ Harewood Rd/ Main North Rd intersection – we suggest the bus lane then recommences after Winston Ave. This section of the road is relatively narrow anyway, and the journey time will not be impacted by more than a minute or two, at the most, if this section of the road retains some parking.</p> <p>We are firmly opposed to the proposed bus lane in Main North Rd. We will lose a significant amount of business if on street parking is removed, and if we lose this business, it is likely to close our business down.</p>
9979	No	Greg	Hoar	do not support the plan		Super Liquor Holdings Limited	<p>I am the National Operations Manager for Super Liquor Holdings. I am writing to strongly object to the plan to remove all short-term parking to allow for the introduction of a cycle and bus lane. Super Liquor Holdings has a Super Liquor franchise on the corner of Main North Road and Winston Ave. The Super Liquor store is in a hospitality and retail precinct that relies on short term parking. Research has shown that the purchase time of a shopper in a liquor store is less than 5 minutes. Removing the short-term parking outside the Super Liquor store will have a serious financial impact on revenue which may lead to loss of income and potentially employment. Christchurch City Council has recently installed a bike lane outside our Edgware Super Liquor store which has resulted in a major inconvenience for consumers resulting in a dramatic decline in sales for our franchisee. I see the proposed plan for the Papanui area, will have the same result.</p> <p>I believe that the current short-term parking must be retained, possibly from Harewood intersection to Winston Ave, that full time bus lanes are not essential, that it will destroy the village shopping area, and atmosphere. The businesses in this area are convenience based and people will not stop if there are no parks. People are also less likely to pull off the Main North Rd to go to car parks around the back of these buildings.</p>

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							<p>In addition, the south bound traffic is to have no parking on the other side of the road during bus lane hours 2-6pm, which means anyone going south cannot access our Super Liquor store, as there is no on street parking, and there is no right turn into Winston Ave which means cars can't turn into our carpark.</p> <p>Can you please advise me of the process. I am happy to meet with Council representatives or speak at a hearing if required.</p>
9970	No			have some concerns	Option A	Papanui High School - Senior Leadership team	<p>Whilst in theory we support the planned changes to the bus lanes and Grassmere Rd access, as we can see the positive impact that it would have for our busing students and community, we have serious concerns about the effect that these changes may have to the traffic flow on Sissons Drive. We cannot see how the road layout changes and the 5 sets of lights between Sawyers Arms Road and Langdons Road will not create considerable delays to traffic. A natural result of this will therefore be traffic bypassing the lights and traffic by detouring onto Sissons Drive. At peak times approx 8.30am and 2.30pm there is already a considerable amount of traffic on that road. A large portion of the school enter and exit via the pedestrian crossing on that section of road. No formal plan to control that crossing with arms or lights will put the safety of our students and staff further at risk and potentially back traffic up to the Sawyers Arms lights (south bound) and Langdons Road (north bound) round about. This may result in frustration and drivers taking unnecessary risks at the pedestrian crossing such as not properly adhering to the law.</p> <p>Please consider this when making any changes to the current lay out. We hope that the safety of our community will not be compromised by these changes.</p>
9956	Yes	D T S	Moorhouse				<p>Please refer to attachment See hand drawn map Bus stop location concerns in the vicinity of Countdown</p>
9947	No	Sam	Wilkes	support the plan	Option A		<p>Grassmere St - Option A has to be chosen to ensure the flow on Main North Road.</p> <p>If you do not install a traffic island blocking the ability to perform a right turn it will happen regardless of signage. Having yet another set of signals in this section of Main North Road would be overkill. There are already enough and the right turn phases into Sawyers Arms, Northlands carpark and Langdons already create delays for traffic heading North. Adding another set just to let the odd vehicle turn right from Grassmere would only make this worse.</p>
9928	No	Matthew	Whiting	support the plan	Option B		
9918	No	Wendy	Crampton	have some concerns	Option B		<p>If possible, I would like to be able to turn right into Grassmere Street. The option of using Mary Street has enough problems as the street is used for parking making it narrow for use now, without sending more traffic down the street</p>
9916	No	M	Barnard	do not support the plan	Option B		<p>I do not think bus lanes & cycle lanes are essential at all times. Please take into consideration the shop owners.</p>
9914	No	Murray	Turley	have some concerns	Option B		<p>A Bit of Background</p> <p>As the area bounded by Grassmere Street, Paparoa Street and Papanui Road have all had their intersections compromised by poor design it is imperative that the Grassmere Street intersection which is the only one that gives any access to larger vehicles, is done correctly, irrespective of cost. Precluding anyone from say owning a boat simply because there is no way to gain access to an entire residential block is totally unreasonable.</p> <p>The throwing in to the mix that 'option B is more expensive' is a red herring. Council could have saved tens of thousands of dollars if the users of Grassmere Street had been listened to. Stopping north bound Main North Road traffic further back, a green arrow to turn right out of Grassmere Street, removing the garden on the west side of Grassmere Street which would have enabled two lanes outward, and by removing the Grassmere garden on the east side would have enabled even more room. All these suggestions were dismissed as 'impossible', yet they are included in option 'B'!</p> <p>The sending of more traffic down Mary Street beggar's belief. Some years ago, the Council decided to try to dissuade traffic from using Mary Street by narrowing it down with plantings and installing dangerous bulges near the Police Station. During rush hour Mary Street gridlocks. When it was asked of the six-people involved in the design had any of them ever driven down Mary Street, all answered in the negative. Putting even more traffic down Mary Street is downright ridiculous.</p> <p>The Options</p> <p>Option "A" is basically unworkable, for the reasons mentioned above. Option "B" has more going for it, but could be much improved.</p> <p>Remove the grass plantings on the North side of Main North Road, so that the existing bus lane at the terminal can then be run in a straight line. The grasses are dangerous. They have grown so long that they overhang the footpath and people have had falls from getting caught up in it.</p>

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							<p>Remove the bulge opposite Grassmere Street. It CAN be done. there is a large area of asphalt in front of Countdown which is not shown in your beautiful video, more than enough room for pedestrians and bikes. This again would enable a bus lane that would be completely separate from the traffic.</p> <p>Remove the garden on the east side of Grassmere Street. No one wanted it, and all it does is narrow the street for no reason. Extend the curbing which was put in for car doors opening; because lights are going in there will more than enough room for pedestrians to wait to cross Grassmere.</p> <p>These modifications would enable traffic to then be able to turn right in to Grassmere Street, and give us the 'unrestricted access' that we were promised in the cycle lane consultations.</p> <p>With the traffic in Grassmere Street only set to increase with the subdivision being given the green light, I can only hope sanity, pragmatism and straight common sense will prevail this time.</p>
9910	No	S & I	Irving	do not support the plan			<p>We find neither plan acceptable. A right turn travelling north is essential. Mary St is not suitable being too narrow and winding especially for larger vehicles.</p> <p>Removing the 'build-out' on Papanui Rd and the vegetation close to Countdown would enable the road to be widened.</p>
9909	No			do not support the plan		Westall Trust	<p>No plan is supported if the effect of either is to increase traffic, by de-facto diversion, to drive on other residential streets, e.g. the Idris Road.</p> <p>Buses and public transport is supported provided adverse effects are not created elsewhere.</p>
9905	No	J L	McKie	have some concerns	Option B		<p>I have concerns about the loss of the right-hand turn from Main North Road into Grassmere Street as:</p> <p>(a) it will put more pressure on to the narrow Mary Street, which is already badly congested.</p> <p>(b) the proposed new housing development in the Cranford Basin will, I understand, include three new streets running off Grassmere St. Where will all these people go?</p> <p>(c) Access for service vehicles to Ngaio Marsh Village and surrounding narrow streets, is difficult now, without making it worse. (Already no right hand turn from Papanui Rd into Grants Rd)</p> <p>PLEASE TAKE IT OUT OF THE TOO HARD BASKET AND FIND A SOLUTION</p> <p>Parking outside the police Station in Mary Street needs reviewing. These spaces need to go to allow traffic approaching the lights more space to get into correct lanes.</p>
9899	No	Helen	Grofski	have some concerns	Option B		<p>In both A & B options you suggest north bound traffic instead of turning right in to Grassmere St a right turn can be made into Mary or Proctor Streets. It is not possible to turn right into Proctor both now and in your plan.</p> <p>In plan B which I support, will it be possible to turn left going north from Main North Road into Sawyers Arms Road? if not, what is the reason?</p> <p>It appears in the Cranford Regeneration plan that there will be 2 streets opening on to Grassmere St. Have you considered the implication of this? i.e. more traffic adding to congestion.</p> <p>I have never seen a traffic counter on Grassmere St. Do you know how many people want to turn right out of Grassmere St and into Sawyers Arms Rd?</p> <p>I do think the parking spaces in Mary St beside the Police stops good use of the RH lane.</p>
9897	No	Curtis	Moore	support the plan	Option B		<p>More space for pedestrians, bikes and buses (plus trees) is great!</p> <p>I would encourage more trees for shade and as buffer for pedestrians from traffic. Even patches of native plantings are nice</p>
9896	No	Phil	Day		Option B		<p>This plan turns Papanui into a thoroughfare and it is losing its village atmosphere and its shops & businesses.</p> <p>The extension of the motorway across Cranford St & Basin along Grants Rd to Blighs Rd MUST be investigated especially as there seems to be the idea of more housing IN the Cranford Basin. Why build by passes (etc.) then put houses & businesses on them turning them into service roads</p> <p>PLAN B - is the only solution.</p> <p>I live in Mary St (call it the Proctor Block after the Proctor family).</p>

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							<p>I often take people from Ngaio Marsh & Grassmere St for day trips & need to turn right into Main Nth Rd (MNR) to get to Sawyers Arms Rd, or QEII Drive. Going back past my place in Mary St is a frustrating waste of time & petrol!</p> <p>Mary St is the only decent right-hand turn out of the Proctor Block with just 11 seconds on the traffic lights. This causes huge tail backs in the evenings.</p> <p>All the other right-hand turns take so long to get into your new thoroughfares we will be charged rents just waiting to cross.</p> <p>Traffic lights at Grassmere are a MUST!!! Both options A & B are trying to close Grassmere St as in your original plan last year.</p>
9895	No	Eelco	Wiersma		Option B		<p>Due to the short period of a green light in Mary Street make it even harder to go through these lights if Grassmere street is not given the opportunity to turn right.</p> <p>In both A & B there cannot be the opportunity to turn right now and in the two options.</p> <p>Cars must be able to turn right from Grassmere Street as Mary Street only cannot cope and will cause traffic build-up at Langdons Road. The use of back streets should be encouraged as this traffic relieves some pressure on the main routes.</p> <p>Some of these back streets could have a 40 km limit for safety reasons. The narrowing of these street exits and entrances was a huge mistake and slows traffic flow. in fact, some have been changed since in order to speed up traffic flow.</p>
9889	No			have some concerns		Canterbury District Health Board	<ol style="list-style-type: none"> 1. Canterbury District Health Board (CDHB). 2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. 3. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development. 4. We welcome the opportunity to comment on the Main North Road Bus Priority. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively. 5. Health and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the "social determinants of health". Barton and Grant's Health Map shows how various influences on health are complex and interlinked. 6. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact. <p>General Comments</p> <ol style="list-style-type: none"> 7. The CDHB is supportive of this proposal which aims to improve bus travel times, safety and access for all road users down this section of Main North Road. Promoting use of public transport through priority lanes has a positive impact on population health through improved air quality, via reducing congestion and associated emissions from single-occupancy vehicles. 8. The CDHB has some specific recommendations for consideration which may further improve health outcomes for the community. <p>Specific Comments</p> <p>Bus improvements and changes to parking</p> <ol style="list-style-type: none"> 9. In order for bus priority lanes to be effective, they need to be clear, consistent and permanent. The CDHB recommends that the city bound bus lane operates full-time between Mary Street and Harewood Road. This would ensure consistency of all bus lanes in the area and also communicate that buses have priority on this busy section of road. 10. The CDHB acknowledges that such a change would result in loss of on-street parks. However the CDHB does not support provision of on-street parking when multiple modes are sharing such a busy, constricted space. Parked cars significantly reduce visibility for all mode users and create additional hazards particularly

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							<p>for cyclists. Removal of on-street parking will also enable traffic to flow more freely, reducing congestion and subsequent emissions.</p> <p>11. Should on-street parking remain, the CDHB recommends that only well placed and adequately sized Mobility Parking is provided. The surrounding area has sufficient off street parking options to meet parking demand.</p> <p>12. The CDHB supports provision of larger bus shelters on both the north bound and city bound sides. The CDHB recommends that the council works with Mobil to carefully consider additional traffic calming measures for cars crossing the bus/cycle lane and footpath to access the petrol station. Measures such as rumble strips, coloured warning strips and adequate signage for all modes will ensure the safety of pedestrians and cyclists who will frequently cross these access ways.</p> <p>Walking and biking improvements</p> <p>13. The CDHB supports the proposed countdown signal-controlled pedestrian crossing at the Langdons Road and Mary Street intersection. This will further ensure safety for pedestrians.</p> <p>14. The CDHB is in favour of separated cycle infrastructure where possible, however acknowledges the limitations of Main North Road in terms of sufficient space to provide a separated cycle lane. The CDHB therefore reiterates support for removal of all on-street parking down this section. This will reduce 'pinch-points' for cycles who may at times be required to navigate buses and cars with very little space. Parked cars result in pushing cyclists out into traffic flow in order to mitigate against door opening injuries which pose a significant risk to cyclists.</p> <p>15. The CDHB recommends a 30km per hour speed limit be enforced down this section of Main North Road to improve the safety of all road users. This area is frequented by all modes, reducing the speed will lower the risk to pedestrians and cyclists. A pedestrians chance of death when hit by a car travelling at 30km per hour is 5% compared to 40% if hit by a car travelling at 50km per hour .</p> <p>Grassmere Street Options</p> <p>16. The CDHB has no preference in relation to the 2 options proposed for Grassmere Street. Both options adequately address safety concerns for cyclists and pedestrians using the area by restricting or controlling traffic movements. The CDHB would support which ever option is deemed to yield the greatest efficiency in relation to bus travel times.</p> <p>Conclusion</p> <p>17. The CDHB does not wish to be heard in support of this submission.</p> <p>18. Thank you for the opportunity to submit on the Main North Road bus priority.</p> <p>Person making the submission Dr. Alistair Humphrey MPH FAFPHM</p>
9866	No	Vincent	Stevenson	support the plan			It's perfect. Except for the moaning of super liquor. It's annoying lol.
9861	No			have some concerns		Spokes Canterbury Cyclists Association	<p>SPOKES generally supports the proposed changes to Main North Road with some exceptions.</p> <p>There is no mention of the widths of the on road cycle lanes. The Cycle Design Guidelines Section 3.2.3 requires cycle lanes in urban commercial centres to have a width of between 1.8m to 2m for safe cycling. Given the speed and congestion here 2m is clearly the narrowest width which should be considered. Please confirm that this width will be applied. Please also include widths of all pertinent details in all future consultations. Without full information effective consultation becomes challenging if not actually meaningless.</p> <p>SPOKES would like to see the green road marking paint carried on for cyclists in the bus lane traveling East opposite 74 Main North Rd to indicate to left turning motorists that cyclists have right of way.</p> <p>SPOKES considers option B will work better for cyclists as any parked cars represent a hazard to cyclists and option B limits the parking to two spaces. SPOKES would be particularly interested in knowing the width of the cycle lane next to the parked cars as the more separation cyclists have the safer they will be. A door buffer zone is crucial for safety.</p> <p>SPOKES would prefer there were not any on street parking here at all given it is only two spaces and cyclists are already dealing with having to merge with on road</p>

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							<p>traffic, an upcoming intersection and the added challenge of opening doors and cars entering/leaving the parking. For an experienced cyclist this is a high workload, for someone inexperienced it will either put them off cycling or potentially end their life.</p> <p>SPOKES also recommend lowering the speed limit to 30kph through this area to align it with the actual road conditions and improve the safety of all road users.</p>
9820	No	Shane	Hollis	do not support the plan	Option B		<p>Angry and annoyed at more wasteful spending on non-required rework on new road works just completed.</p> <p>1 - Removing the free left hand turn when exiting the mall opposite Halliwell Avenue, means that left turning vehicles will now have to wait for traffic lights. The mall already has issues with tail backs and this is partially alleviated by allowing left turning cars, exiting the mall to have a free turn. By moving the pedestrian crossing to the north of exit, means left turning vehicles now have to wait for pedestrians to cross slowing them down from exiting and exacerbating the issues faced with tail backs in the mall. This has a flow on effect of slowing traffic turning right out of the mall and will also make it even harder to vehicles turning right out of Halliwell Ave to get through on a set of green lights as they will now have to wait for pedestrians and also left turning vehicles who have been held up by pedestrians.</p> <p>2 - I am furious to hear the council, having only just finished the work on Grassmere streets and Sawyers Arms Road, are now already considering re-work. It shows a huge lack of forethought and planning and is typical of the money wasting, planless direction that the council has been persuing over the last few years. As a resident of the area for over 8 years I can honestly say that the almost continuous road works and disruption have seriously impacted my enjoyment of living and have removed any desire to continue living in the area. To hear that another round of ripping up work just completed for the council to muck around with stuff again is infuriating, money wasting and short sighted in the extreme.</p> <p>3 - The whole Cranford basin development is such an obvious catastrophe in the making that I am amazed I have to even address it here. Adding 300 - 400 houses into that area with no access to Cranford street and trying to channel traffic through a narrow street such as Mary Street is ludicrous. Add to that the massive congestion already being experienced, the increased congestion caused by the new lights at the bus stop and the tinkering with light timings that has made things even worse over the last week and then it is a complete farce. Pushing traffic through small back streets to get to Mary Street (e.g proctor) and you are going to destroy quality of life for people who chose to live away from a main road. The police can't even exit that street as it stands - Cranford basin will really screw with that.</p> <p>You are now proposing closing off Grassmere street even further. Are you nuts? The stupidity of that action will be reflected in the disaster that will be the Cranford Street basin. Adding that traffic across the new cycle ways will also endanger our children trying to get places on their bikes - as those smaller roads and less traffic are one of the few avenues they have to ride to school in the high traffic , road jam that Main North Road / Papanui road and offshoots have become. closing Grassmere will just endanger our kids further and removes any benefit of the cycle lane making it cross another busy area.</p> <p>4 - I have a photo of Papanui / Main Road taken 7-8 years ago. it was a wide, double lane on both sides, congestion free and peaceful feeling road. The sidewalks were clear. It felt safe. It is now a nightmare of side walk congestion with the ability for the elderly, shoppers, wheel chairs, people with prams, the disabled and even normal plain old pedestrians having to push through crowds of people tunneled into our way by bus shelters. This is further worsened by the proliferation of traffic lights, bins, signs, cycle guide ways, bumps, curbs, lumps and other unevenness that makes it a difficult stretch to walk on and damn near impossible to navigate if you have prams, wheel chairs etc. It is an unpleasant place to walk down, a nightmare of traffic jams to drive down and an unpleasant place to live - with you promising more road works and the mall claiming their proposed changes will have no impact (bollocks!!! any idiot can see removing that many car parks and parks around streets will just make things even worse).</p> <p>We had visitors from out of town yesterday whose first comment was a thankfulness that didn't live here.</p> <p>Furthermore - it is common knowledge that traffic lights slow traffic down. You have been playing with timings again and now the Greers Road intersection, when heading down Harewood Road is a tail back where it wasn't a couple of weeks ago. The new lights for pedestrians hold us up everytime we go that route and yet there are no pedestrians - just button pushers dashing across the road with no protection from a middle strip like they used to have. The lights are not coordinated with Mary Street or Halliwell Ave lights. Similarly, the new Grassmere lights are not synchronised with Sawyers Arms Road or Halliwell Lights. You often get 4 cars through Sawyers Arms Road lights with the rest held up at Grassmere street and when the Grassmere turns green they are caught by the red at Sawyers Arms Road. You now propose more lights. All unsynchronised. This is why Chch is having such huge congestion issues. We already have 5 sets of lights in around 400 metres. Stop adding more.</p> <p>We have had 7 years of mucking around. Stop playing with our streets and leave us in peace.</p>
9814	No	Mary-Ellen	Wilson	support the plan	Option B		

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9807	No	Anna	Collins	have some concerns	Option A		Just wondering where traffic from an already congested area is meant to go? Is it anticipated that the new road through Cranford St will take enough traffic away?
9803	No	Sarah	Dunning	have some concerns	Option B		<p>I am concerned about more noise at night - this area has had years of night road works, including noisy machinery over concurrent nights, starting without warning as late as 11pm. Why not do it in the earlier evening as soon as traffic is light eg. 7pm? We need to sleep so we can work in the daytime! It is exhausting and stressful.</p> <p>Have other projects been factored in? The cycle way, pedestrian lights on Main North Rd, Cranford Basin development, Northlands Mall extension? The consented developments mean more traffic from new construction, more residents, more shops AND reduced parking. Grants Rd, Mary St, Proctor St: all narrow, congested with parked vehicles and very busy at peak afternoon/evening times. Even the police get delayed on Mary Street. How will it be with more traffic forced to go through here if Grassmere St (and the Cranford Basin development) can't be accessed from Main North Rd? How does traffic turn across the southbound lane to get into these streets or parking behind businesses, without holding up Main Nth Rd?</p> <p>The Mall extension has been reported as reducing parking onsite - but there will be more staff, and supposedly more customers! Where will their cars go?</p> <p>TREES: can we have native trees instead of exotics? No leaf-drop to clean up, slower growing so less maintenance, and part of our heritage.</p> <p>A shared bus/cycle lane is nerve-racking for cyclists (many of whom are school students from St Bede's), and slows buses. How do cyclists pass buses at the bus stop? It looks very narrow.</p> <p>Will there be a left turn into Sawyers Arms Road? It doesn't look like it on the plan, but this is a main route for many drivers.</p> <p>SECTION 2: It's ironic to see the pedestrian crossing reinstated at Mary St, after it was removed a few years ago! Narrowing the corner onto Langdons Rd (northbound) will make this even more dangerous for cyclists and drivers. It is often congested with traffic turning into Briscoes or Westpac - surely narrowing it will worsen this?</p> <p>SECTION 3: Traffic controls for left-turning traffic from the Mall - the difficulty is actually getting into the stalled traffic on Main North Road - it is frequently at a stand-still at peak times. Not sure how lights will help this situation. Sad to see the tree and grass go.</p> <p>SECTION 4: What happens at the new lights for the cycle way? The bus lane seems to disappear where the lights butt out into the road, then resume outside the shops. How do the buses handle this? If they have to pull out into the traffic, this will negate the bus lane and slow traffic again. How does traffic turn left across the bus lane into Sawyers Arms Rd?</p> <p>GRASSMERE ST: Option B: The residents (including future ones from the Cranford basin housing) need another option than driving through narrow back streets in order to get onto Main North Rd - especially if they want to go north! There is provision for a left-turn lane into Grassmere St from Main North Rd - this would appear to acknowledge that there is a fair amount of traffic through this intersection - surely then it needs 2-way access?</p> <p>The new cycle crossing lights already cause significant disruption to traffic - especially when they change randomly without pedestrians/cyclists being anywhere near them. If it could be somehow synchronised, this would reduce congestion and allow traffic out into a waiting area on North Rd. How would cyclists on Grassmere St turn left onto Main North Rd?</p> <p>If the bus lane was sorted, and the access for local residents into and out of their streets, this plan could certainly help reduce congestion. BUT much of the problem also seems to come from the QEII and Cranford St intersections - often we can see 4 or 5 sets of green traffic lights ahead of us on Main North Road, but no traffic is moving. Why not? It is a mystery!</p>
9796	No	Phil	Day	do not support the plan	Option B		<p>Your original plan was to make Grassmere St. left turns only. That was thwarted by residents so now you give us two options: one right hand turn or no right hand turns.</p> <p>I live on Mary St. and have occasion to pick up people from Ngaio Marsh and Grassmere St. to take them mostly to Sawyers Arms Rd. or QEII Drive. It will be an annoying waste of time and money going back past my place to turn north (right) especially as Mary St. lights give just 11 seconds to get across and Mary St. in the evenings is backed up two or three blocks. There is no other reasonable way north turning left out of Grassmere St.</p>

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							<p>If I have to choose, obviously Option B, but you are sneaking in the closing of Grassmere St.</p> <p>Also, by turning Papanui Rd and Main North into thoroughfares, Papanui is losing its shops, businesses, and village atmosphere.</p>
9613	No	Angie	Bond	support the plan	Option A		Great improvement - better for pedestrian's safety!
9607	No	Joan	Hall	do not support the plan			<p>Yes I do not approve of either choices for Grassmere Street.</p> <p>The access to my house is on Main North Road and with traffic islands I would have no entry.</p> <p>At the present traffic has no problem turning right into Grassmere Street.</p> <p>I would like you to consider turning traffic lights - rights into Grassmere Street and left on Main North Road from the south and the reverse from the North.</p> <p>Was told that width of the road may be a problem but with a redundant bus stop I believe this could be achieved. Left turning traffic onto Main North Road could share the bus stop</p>
9578	No	Ron	Cone	have some concerns	Option B		<p>Option B slightly better than we have had for some time.</p> <p>In the meantime I wish to suggest as a trial that the red lights on the North Road when Sawyers Arms Road Right turn is green the North Road red light opposite Grassmere St is advanced by six seconds of the North Rd/Sawyers Arms Red light.</p> <p>I believe it would create a vacant section of roadway and a Four or five second window of opportunity for traffic waiting to turn right out of Grassmere Street provided that pedestrian/cycle crossing was NOT live. If the trial gets some favourable feedback a light for Grassmere St traffic may not be required.</p> <p>The Pedestrian/cycle Crossing Posts at the corner do obstruct the view to the right somewhat, so if they are damaged and need to be replaced, I would hope the replacement ones were of the cantilever type</p>
9504	No	Patricia June	Stevens	do not support the plan			<p>We strongly object to either option.</p> <p>On average we would turn right into Grassmere St 20 times a week which would mean travelling an extra 20 kms a week, plus a lot of time wasted.</p> <p>Without a doubt our properties would devalue - who would want to buy a property with such poor access.</p> <p>The huge bulge in the kerbing outside Countdown has narrowed the road so much - without it the buses could go straight through.</p>
9503	No	Rhonda Kennett & Stephen Seckold	None	have some concerns	Option A		We feel there is a traffic problem on Main North Road currently but these new traffic lights don't seem to be making a difference nor do they appear to be synchronised.
9502	No	Tom	Dear	do not support the plan			<p>We do not support either option for Grassmere St.</p> <p>Reasons:</p> <ol style="list-style-type: none"> 1. Why was this not planned in conjunction with the cycleway 2. You can't turn right out of 3 streets currently. Grassmere makes 4. 3. What impact on Mary St which is already congested? 4. In your proposal you state you will need to use Proctor to gain access to Grassmere which you can't if you want to turn right. 5. What are traffic impacts for residence in the wider community? <p>Grassmere needs to be right & left turning like Mary St, so design Grassmere intersection to be the same as Mary St.</p>

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							<p>You allow Halliwell to be right and left turning and there are only 80 odd properties.</p> <p>Why the proliferation of traffic lights between Mary St & Sawyers Arms Rd - 2 new one for cycleway * one opposite Northlands for people</p> <p>Why not include Grassmere St on the lights for the cycleway and allow left & right turning.</p>
9501	No	Pauline	Watson	have some concerns	Option A		<p>Is the full time bus lanes, necessary? There appears to be more traffic (cars) than buses. Not many people travelling on buses during daylight mostly peak times?</p> <p>Enough traffic lights already</p>
9460	No	Paul	Webster	do not support the plan	Option B		<p>Yes, i understand where you are coming from - with the bus transport.</p> <p>However how about all those business along that part of road? I have been witness to what has happened to the business around Edgeware village with the cycle lanes that have taken carparks away. in some cases, this has had massive effect on their lively hood.</p> <p>I strongly do not support the plan on these grounds.</p>
9453	Yes	Virginia	Simcock	do not support the plan			<p>This proposal should not be looked in isolation as seems to be the case without considering the bigger picture.</p> <p>The Council should be considering the combined effects of:</p> <ol style="list-style-type: none"> 1. the narrowing of the streets done to slow traffic down in the block between Papanui Road, Main North Rd and through to Grassmere St., 2. the changes made to accommodate the cycleway on Grassmere Street, 3. the go ahead for the large subdivision between Grassmere St & Cranford St 4. proposed changes to existing bus lanes. <p>Every one of these does currently have and will have a further impact of traffic movements within the greater area. Bus movements should not be looked at in isolation when this proposal will undoubtedly affect car & truck movements as well.</p> <p>This proposal is supposedly about helping buses run on time/more efficiently so passengers will not miss their connection. If this is all about time efficiency then why do we have in a .7km distance between the start of the Main North Rd and Sawyers Arms Rd currently 6 set of traffic lights? And with this proposal a 7th set of pedestrian lights being proposed.</p> <p>The bus stops are either side of Northlands Mall, buses move off from these sites and immediately could be stopped by (1) the traffic lights allowing traffic to turn right in to the mall, or (2) the cycleway lights activated by pedestrians or cyclists. Buses arriving at the bus stops are delayed by the inevitable volume of traffic coming from Papanui Rd & Harewood Rd. cars are frequently backed up to & past Merivale Mall.</p> <p>The Grassmere Street intersection does not impinge on bus movements. The issue is the usage of the area between Harewood Rd and Sawyers Arms Rd. This is a major shopping precinct. For it to flourish it needs parking and access to small businesses as well. The fact that Proctor St was printed in your handout as a right turning option proves poor initial research into the greater traffic movements in this area.</p> <p>There is absolutely no need to change the existing road layout between the Countdown traffic lights and Sawyers Arms Road traffic lights. This short section of road is not the cause of any bus delay. What is the gain in terms of time with these changes-1 minute versus the major disruptions to the lives of people living on and off Grassmere Street and the cost to ratepayers of needless change?</p> <p>Peak traffic flows are for about 4 hours a day, this proposal would see residents in the greater Grassmere Street penalised 24 hours a day. The rights of Residents and visitors should not be ignored and why should we not be able to turn right in to the street where we live? The Grassmere St intersection has already been affected due to the cycle-way lights. The intersection where the cycle/pedestrian lights are, has been already narrowed due to the wide bulge outside the Countdown wall, so a bus lane, a cycle lane and a car lane on both sides of the road would be very cramped in terms of width.</p> <p>Option A would mean that residents would have no right turn in or out of Grassmere Street. Option B would give us a right turn with a new set of traffic lights. So, every time we want to make a left-hand turn would that mean we would have activate these lights as well?</p> <p>This could be improved by reducing the planting on the left-hand side so cars could then turn freely without having to wait behind cars turning right.</p>

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							<p>Despite assurances at the meeting I still wonder whether you are assuming that people will vote for option B so that when the logistics for another set/phase of lights falls into the too hard basket or other changes prove too costly or difficult to implement, that then you will say 'well the residents did vote away 1 right hand turn so we can just quietly do away with the other right turn as this is really what we planners were aiming for in the first place.' I unequivocally do not support either proposal A or B for Grassmere Street.</p> <p>This could be improved, and a win, win for all concerned if the bulge outside Countdown was narrowed so buses could have their lane, cars & cycles theirs and people turning into Grassmere Street could continue to use the right turning area already in place.</p> <p>Limiting access into and out of Grassmere St is a major imposition on the lives of the residents of our street. Most of us have been here for many, many years. The main entrance into Ngaio Marsh is from Grassmere Street. Grassmere St services people living in the townhouses. These residents use Grassmere Street to travel to and from the mall in their cars. To suggest Grassmere St. residents should use Mary Street when it is already narrow causing poor traffic movement is also grossly unfair on Mary Street residents. It is wrong to change that for a forlorn concept of speeding up buses. The proposals show a lack of knowledge, care for or research into the local traffic movements. We protested about the cycleway and the issues we noted have come to fruition. Now we are confronted with an even greater change that will make the situation worse. We were promised full turning rights at the previous council meeting about the cycleway so to renege on this would be a huge breach of trust and this would imply that council staff cannot be trusted!</p>
9447	No	Dawn	Allen	have some concerns	Option B		<p>It would seem prudent for you to wait until the Northern Corridor (Cranford Street) is finished and open. I believe this Northern Corridor will make a significant difference to the traffic flow through Papanui Road/Main North Road.</p> <p>Rather than make these significant changes now, to accommodate buses, rather than attempting to lighten the traffic flow and significant congestion which occurs for local residents would seem a little unwise at this point in time.</p> <p>If you insist on going ahead with this plan I respectfully suggest that this bus lane would not need to be full time but rather only during peak traffic times.</p> <p>I also believe that all bus lanes should be subject to a 30 kph speed limit as sometimes they are seen to be roaring along very close to pavements and other traffic at speeds which appear too fast.</p> <p>This would be of major concern when other traffic lanes are stopped due to congestion - especially if a pedestrian were to step out into the bus lane - at least if the buses were speed restricted any peds would have a chance.</p> <p>Of significant concern at present and which needs to be addressed immediately and quite separately to the Bus Priority proposal are the lights at the intersection of Papanui, Harewood, Main North Road, and Horner Street.</p> <p>There is a need for a Right Turning Arrow for traffic trying to turn right from Main North Road into Harewood Road.</p> <p>Because of the heavy volume of traffic at a standstill heading north from Papanui Rd to Main North Road, considerate motorists leave a gap across the intersection which right turning traffic utilise. However because left turning traffic from Papanui Rd into Harewood road have the right of way and I have personally witnessed several near misses at this intersection. This is compounded when a van, truck, or bus is at the head of the stopped queue as you cannot then see any left turning traffic coming beside them until it is too late.</p> <p>I also believe the parking spaces near Tony's Tyres on north side of Harewood Road should be clearway from 2:00om till 6:30pm as cars parked along here block traffic from using the left and straight ahead lane from Harewood Road to Main North Road, and Horner Street.</p> <p>I do not see the need for an additional pedestrian crossing across Main North Road at Mary Street/Langdons Road. There is already a ped crossing on the other side of the intersection which serves the purpose well.</p> <p>Car Parks along Mary Street outside the Police Station should be taken away as cars parked there also cause queues of cars backed up because the entrance to the left and straight ahead lanes is blocked by parked cars.</p> <p>I object to your proposal to make a third lane for left turning traffic from Langdons Road to Main North Road. There is barely enough room at this intersection for two lanes and I don't see buses or trucks making that turn without causing major problems. There just does not seem to be enough room for this at all.</p> <p>Making Grassmere Street a no right turn in either direction does not seem to solve any problems either.</p>

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							<p>As far as I can see the main problem is that there are too many traffic lights along Main North Road between Harewood Road and Cranford Street already. The traffic does not flow at all and many times I have sat a traffic lights where literally nothing moves at all for several sets of light changes. It seems to be stop - start all along the Main North Road to Cranford Street and this has now been compounded by two more sets of lights which have recently been installed.</p> <p>It doesn't seem to me that you are making improvements for the local residents at all - merely making it even harder to get to anywhere.</p> <p>I repeat, maybe it would be prudent to wait until Cranford St improvements (Northern Corridor) is well established before making any hasty decisions.</p>
9446	No			do not support the plan		labella limited	<p>Street is very narrow. Parking are not many available for customers.</p>
9427	No	Natasha	Spink	support the plan	Option B		
9426	No	Bridget	Southey-Jensen	support the plan			
9418	No	Alistair	Gunn	have some concerns			<p>I am not a resident. However, I frequently visit my brother who has lived in ChCh for more than 2 decades. When I visit we travel by bike. This plan is an improvement. However, the bike lanes are paint only with no protection. Paint does not protect. This is critical here given the heavy traffic and including trucks. More; the lanes are not continuous. They start and stop. There are narrowings that force the rider into the motor traffic. Bus lanes are simply not bike lanes. The two travel at different rates. In Auckland I find that the buses either tailgate or overtake and then pull in early forcing me off the road. I believe that there is ample space to protect vulnerable traffic such as cyclists and still prioritise buses.</p>
9398	No			support the plan		Comics Compulsion	
9393	No	Tracey	Hughes	do not support the plan			<p>No parking which will greatly impact on small business owners. Lack of off street parking as it is presently, therefore this will only increase the demand and put greater pressure on parking. I frequently use the strip parking and I would take my business elsewhere, if I was unable to park within a short distance which is unfortunate for the owners. Impacting on small businesses and their livelihood.</p>
9381	No	Carolyn	Newbold	have some concerns			<p>The idea of improving bus services is great, but the council appear to be completely oblivious to the challenges of using buses! which is to park and ride!</p> <p>We need park and ride spaces where we can travel, leave our cars and bus into the city. I have no bus service near me, like many others. How about developing some of these land blocks outside the city and running bus services to and from them. There is a large block on Madras (outside bealey).</p> <p>The same with this proposal. It may improve the movement of buses, but doesn't help people catch buses.</p> <p>In order to use the</p>
9370	No	Cameron	Bradley	support the plan	Option A		
9366	No	Jarrold	Schimanski	do not support the plan	Option B		
9339	No	Nigel	Piper	support the plan	Option A		<p>I fully support the proposed changes.</p> <p>I think option A is best solution for Grassmere St.</p>
9338	No	Pam	Steele				<p>All ridiculous! The cycle ways far too big. Should have thought ahead not afterwards utter waste of rate payers money!</p> <p>Ngaio Marsh - 5th November 2017</p> <p>My main concern, We at Ngaio Marsh want a bus along Grants & Grassmere Sts preferably a 'go bus' - much smaller & there are bus stop signs already there no need for big buses.</p> <p>We can't support your bus if you don't supply one.</p> <p>Please consider this request seriously. A 'my bus' please.</p>

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9337	No	Denise	Mackie	have some concerns	Option B		<p>I am a volunteer worker, if I can't turn right to get to the city and have to add extra mileage & cost to my work, I will have to give it up. Also, I would like to know how emergency vehicles and the police are going to go north when the road is lined with cars and buses, or will the police still use the footpath.</p> <p>I would like to know how Mary St is going to safely cope with all the extra traffic being a narrow street with parking on both sides. Speaking from experience, Grassmere St has become quite dangerous when leaving and entering my driveway due to it being so narrow and parking making it so that I have to be over the middle line before I can see traffic in either direction.</p> <p>I wholly support all other views that are put forward against these new ideas.</p> <p>I regularly ring the CCC about cars parked too close or over my driveway that block my visibility to traffic.</p>
9336	No	Rick	Vandertie	have some concerns	Option B		<p>We live on Proctor Street, currently our neighbourhood has only one controlled intersection to turn north onto Main North Road, Mary Street. If we are alert and quick, 4 cars can make that turn after a fairly long wait, when traffic is light, it is possible to make it from other streets, when it is not, going north is impossible. The only other controlled intersection to accomplish this is Innes Road & Papanui. A light controlling the Grassmere intersection would help. Failing that a longer interval at Mary Street would help.</p>
9335	No	Lyn	McKee	have some concerns	Option B		<p>1. At the Mary St - Main North Road lights the phase is too short. I've had to wait for 3 light changes sometimes to get across into Langdons Road. The parks outside the police station in Mary Street should be removed as traffic is often squeezed & accidents occur. Right turning traffic takes up all the room. Does there need to be a tree here? low plantings would allow a clearer view.</p> <p>2. Option A is not acceptable. We need to be able to get onto the Main North Road as there is too much traffic which would have to use the lights & wait for ages in Mary St.</p>
9334	No	Pamela	Campbell	support the plan	Option A		
9323	No	Lucy	Turley	have some concerns	Option B		<p>Grassmere Street Option B - but with changes Definitely NO to option A See attached submission - Please acknowledge receipt - Thank You</p> <p>Grassmere Street / Main North Road submission</p> <p>Option B - with changes There MUST be unlimited access in and out of Grassmere Street for ALL traffic from ALL directions (as promised to Grassmere Street residents by CCC as part of the cycleway consultations).</p> <p>This is quite achievable with the installation of a right-turn bay on Main North Road - which can be done by widening the start of Grassmere Street.</p> <p>1. Narrow the footpath 2. Narrow / remove the planted garden by the cycleway 3. Have two lanes at the start of Grassmere Street thus allowing traffic to turn either right or left onto Main North Road</p> <p>(These options were proposed by Grassmere Street residents BEFORE the cycleway was completed, but were not heeded. It would have saved CCC a lot of money if they had listened to the very valid concerns of the people who actually live here and know how the intersection works).</p> <p>There is no need for another pedestrian crossing on Main North Road as there is already one there. It is quite safe for pedestrians to cross Grassmere Street to use the existing crossing.</p> <p>The traffic lights must allow enough time for traffic to turn right out of Grassmere Street onto Main North Road. A green right-turn arrow would be ideal.</p>
9321	No	Neil	Eade	support the plan	Option A		<p>I fully support the proposal but for the improvements to be effective bus lanes need to be policed rigorously.</p>
9288	No	Pauline	Gee	do not support the plan	Option B		<p>Option B - But prefer no changes. Proposal not fair to residents of Grassmere Street and surrounds.</p> <p>Alternative use of Mary Street is bad as this street is already too narrow & congested.</p>

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							<p>Isn't the traffic flow suppose to decrease when the Northern arterial & Western bypasses are fully functional, therefore decrease in car / vehicles on Main North Road & Papanui.</p> <p>We disagree with full bus lanes with increased hours. LEAVE ACCESS IN & OUT, LEFT and RIGHT from Grassmere Street. Do not put long median strip outside Grassmere / Main North Road intersection. Allow R) turn out from Grassmere Street to Main North Road ie definitely NO median strip.</p> <p>Our cars exiting Grassmere Street, R) turn to Main North Road, do not necessarily need a traffic signal & we often use common sense and turn when the traffic allows.</p> <p>Don't implement any more changes!</p> <p>You've only just put a bicycle way which is so underutilized and messes up Grassmere Street / Main North Road intersection.</p> <p>LEAVE THINGS ALONE NOW!!!</p>
9283	No	Paul	Gee	do not support the plan			<p>Do not support changes. Access to Grassmere St already limited by cycleway changes.</p> <p>I do not support further changes as it makes it difficult to get in & out of Grassmere St. Alternate access e.g. Mary St already very congested and will get even worse.</p>
9282	No	A	Butt	support the plan	Option A		At present there are always long delays for traffic wanting to turn right out of Mary Street. During the 4 - 6 pm rush hour. This could be more of a problem with extra traffic forced to use Mary Street.
9277	No	Amy	Reid	have some concerns			I support dedicated bus lanes with priority regarding traffic light controls. However I'm very concerned that this plan put cyclists at risk. Cyclists need protection particularly from buses. Please relocate the bike path away from the roadway.
9237	No	Robert	Fleming	support the plan	Option A		Bus priority is important to enable a better service. This will entice some people to change their transport choice to reduce a perpetual cycle of car priority bringing more cars which brings increased congestion. The journey by bicycle along this route will also be improved, a good side effect.
9230	No	Nicola	Scott	do not support the plan			You need to understand that you are affecting those businesses along Main North Road on both sides of the road. How are they supposed to survive with no parking? Their livelihoods are at stake!!! Please reconsider starting the bus lanes further along Main North Road, where businesses won't be affected.
9227	No	Hank	van Til	support the plan	Option B		<p>I use the bus each day to commute to work in Rangiora. Any improvement in bus routes will help keep the buses on time and prevent delays in travel.</p> <p>I have visited a number of countries over the years, and find that in most cities the bus is far quicker than a car in travelling popular routes. This is not the case in Christchurch as I believe that our bus lanes have been short-changed in features. They should be "FULL LENGTH, FULL TIME, 7 DAYS A WEEK".</p>
9212	No	Hadassah	Mataio	do not support the plan	Option B		I have not seen any benefits to any new bus or cycle lanes. However, I have seen increased traffic congestion and loss of income for local businesses. People, not buses have to be the priority and businesses that families rely on for their income have to be taken into consideration, especially post-earthquake. I take the bus regularly and I do not support this proposal at all.
9197	No	E	Sweeney	have some concerns	Option B		<p>Only two (& a half!) cars can cross from Mary St into Langdons Rd. This MUST be widened & parking restricted beside Police Station to allowed for more vehicles to turn left or go straight across.</p> <p>i.e. right turn out of Grassmere St. Mary St will become too congested without this right turn.</p> <p>Procter St (Main Rd right) will need controlled lights.</p>
9196	No	Adrienne	Kepple	have some concerns	Option B		There is a considerable amount of traffic that turns right from Grassmere St on to Main North Rd. To redirect this traffic on to Mary St would cause even more of a bottleneck between Mary St & Grassmere St i.e. past Northlands Mall
9195	No	Jill	Prouting	do not support the plan	Option B		<p>If you had put the cycle way across the Sawyers Arms Road/Main North Road crossing & up past the hairdresser & into Grassmere St, there would have been no need for lights at Grassmere Street.</p> <p>I would find it very inconvenient (as I live at 10 Grassmere St) to have to go around Mary St, Grant Road & Grassmere St! I am being penalised for a bus lane.</p>

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							Also 5 sets of traffic lights is too many from Langdons - Sawyers Arms Road.
9194	No	Kinglsey & Alison	Kepple	have some concerns	Option B		We're very concerned that Option A does NOT go ahead. Especially in view of the Cranford St subdivision. It would also cause major congestion at Mary St which is already bad enough. It would also cause people to try and do unsuitable U-turns to be able to travel North.
9188	No	Justin	Hendtlass	support the plan	Option A		
9174	No	Simon	Curtis	support the plan	Option A		Great concept, especially to increase traffic flow in this already congested area. I take the bus to Rangiora every day and this is the slowest section of the blue line heading north. Before 9am and after 5pm. Nice work.
9165	No	Paul	Brown	have some concerns	Option B		My main concerns are around the proposed changes to Grassmere Street/Main North Road intersection. As a local resident for a number of years and use the various intersections in the area I have major concerns about this which will add to the safety and cause further problems if the proposed changes occur. Currently the other suggested access roads onto Main North Road such as Mary Street are very narrow and are very busy, therefore, it takes a long time to get onto Main North Road. Grants road is a left turn out only so is of limited use. So leaves Grassmere Street as one of the few alternative options. I understand what is trying to be achieved, however, feel there are better options. Particularly when these changes are being proposed after a large amount of money has been recently spent on the cycle way and change story the intersection and now there are further proposed changes and costs to ratepayers. With the recent rezoning to allow higher density housing in Grassmere Street on a large land area which will provide a high number of houses the number of car movements and then children in the area is going to increase dramatically, therefore, make the Mary Street/Main North Road intersection extremely busy and will become dangerous due to the very narrow street and with wanting to keep the traffic moving along Main North Road the number of green lights allowing traffic out is limited. Hence, this causes further build up and then drivers to take increased risks which in turn becomes dangerous. Please consider the alternatives seriously. I am happy to discuss options further.
9153	Yes	Arthur	McGregor	have some concerns	Option A		See three attached plans at the bottom of this document. I am generally in support of this plan. I believe that it is very important to speed the progress of buses through this busy area to increase the number of bus patrons and grow the usage of public transport within the greater Christchurch area. My area of concern is for cyclists on Main North Road who are approaching the Grassmere Street intersection from North or South with the intention of joining the Papanui Parallel MCR. I would like to see a lowered section of kerb added to allow cyclists an easy way to exit the on-road painted cycle lane and enter the shared zone next to the combined cycle/pedestrian crossing. This will allow cyclists to either cross MNR using the shared crossing, or continue on the MCR without crossing the road. This has been implemented successfully in the Uni-Cycle route at the shared crossing on both Clyde Road and Waimairi Road. (see the final plans sheet 3 and 7 https://www.ccc.govt.nz/assets/Documents/Transport/Cycling/Uni-Cycle-Ngahere-to-Dovedale-Final-plans-for-Infrastructure-Environment-and-Committee-approval.pdf and attached screenshots)
9129	No	Tracey	Sparrow	do not support the plan			I understand that Papanui Road will become less congested once the Cranford road development (north) is completed. I see no reason to take away the already limited parking options along Papanui road to accommodate bus traffic, giving passengers a possible 5 -10 (at max) min off their trip. The bus lanes are dangerous as I know having been involved in seeing pedestrians waved across the road by drivers only to be knocked over by cars ducking down the side bus lanes!!
9115	No	Jan	Mehrtens	do not support the plan	Option B		Once again, the Council has planned to go over property owner's rights. Cycle way has already penalised us: 1. Parking 2. With access to Main North Road WE DO NOT WANT TO LOOSE OUR ABILITY TO MAKE R HAND TURNS in & out of Grassmere Street If any option is to go ahead move the lights so we can continue to make R hand turns!! Procter Street is not an option as cannot make R hand turns into Procter Street from Main North Road

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9112	No	P & M	Dale	support the plan	Option B		
9111	No	Rayleen	Douglas	support the plan			Very good plan
9110	No	Clarie	Duncan	support the plan	Option B		Can you please change the length of time that the Mary Street lights stay green? Turning right on to Main North Road, only 2 cars get through, same with straight ahead traffic & the lights stay red for 5 Mins!! Very frustrating.
9058	No	Baden	Martin	support the plan	Option A		
9046	No	Simon	Britten	have some concerns	Option B		Grassmere St: it would be great for residents to continue to have access to a right turn out of Grassmere St. Either option will increase safety for cycleway users - I witnessed a near accident yesterday when a driver turned right while the cycleway had a green phase across Main North Road and a cyclist was nearly cleaned up. The meaning of the second bullet point under 'option B key features' is unclear, and doesn't seem consistent with the drawing. Regarding car park removal, the statement 'there is available parking behind the businesses' seems a bit glib and is possibly not true for all businesses? The Post Office off-street parking is hard to use (tight spaces, poor visibility), and is often full already without the extra pressure caused by removal of on-street parks.
9022	No	David	Hoctre	support the plan	Option A		This and busways north are needed for effective transport for commuters from Belfast/Rangiora/etc Making those journey times reliable is the priority, not carparking (when more people take the more reliable busses it'll be easier to drive anyway)
8990	No	IAN	ROSEWARNE	support the plan	Option A		I'm all for speeding up time for bus travel, but the only thing that concerns me is what I call the policing of the bus lanes such as stopping cars etc from driving and parking in the bus lanes. As a bus driver I find cars daily park at the shops on the main north road city bound in the mornings in the bus lanes when they are operating. Between Styx bridge to Queen Elizabeth drive. I have seen cars been driven down the full length of that bus lane in the mornings crossing over Prestons and Daniels Roads which is left turn only except bus and cyclist.
8945	No			do not support the plan	Option B	David Ward Chartered Accountant Ltd	The car traffic flow down Main North Road is already very heavy having widened bus lanes / cycle lanes will worsen the vehicle traffic flow. Removing car parking is ridiculous as those businesses rely on quick parking. The lights at Mary Street turning right into Main North Road is too quick barely 3 cars get around and sometimes none get through when the arrow shows, because the traffic is so banked up down Main North Road. Taking the right turning option away from Grassmere St will worsen this also.
8943	No	Ngairé	Kilpatrick	do not support the plan	Option B		Why are cyclists being considered before cars - we pay the taxes and charges (regist etc) and the cyclists PAY NOTHING. If traffic lights can be installed for cyclists at Grassmere St they can also and easily be done for cars at this same place. The streets of Proctor etc are all very narrow & with parking being used here cause some concern. Also the parks outside the police station on Mary St need to be removed (phase for Mary St is too short esp for right turning traffic)
8942	No	T	Fowlds	do not support the plan	Option B		The bus lanes & cycle ways are taking up too much of our road spaces & car parks. It's hard enough to get a car park in some areas as it is. Why do the new cycle ways (like Grassmere & St Asaph St) have to be so wide? We are very lucky to have such wide roads here & we do not want to lose them & end up like the UK. Most of the buses are pretty empty anyway & making them travel faster is not going to make people use them more!
8821	No	Xiaohua	Gong	have some concerns	Option B		
8763	No	Sally	Cooper	have some concerns	Option B		Main North Rd is narrow enough now and more lights & crossings would cause huge traffic jams in peak times. There would be too many stops and starts for cars trying to get between Harewood Rd & Sawyers Arms Rd - traffic is already bumper to bumper at most times of the day. Today 27th October 7 cars were waiting to turn right out of Grassmere St!!! 5 gave up and 2 took their chances - an accident waiting to happen. I am an elderly pedestrian living in Grassmere St and have limited walking ability and am angry that the bus stops at the end of Grassmere St have gone and I now have to walk with difficulty to Proctor St to get bus (a lot of elderly people having same problems. Also, have nearly been knocked over crossing at cycle/pedestrian lights at end of Grassmere St because of motorists running red lights. Also, motorists turning right from Grassmere St try to turn either in front of or behind pedestrians while crossing with lights which is quite scary. I have had 2 narrow misses from being hit.

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8579	No	Avon	Zwarts	have some concerns	Option B		Really do wonder why this wasn't done at same time as cycleway? Grassmere street has ended up with a cycleway wide enough for a truck to drive down and a road that 2 cars have difficulty passing each other on! Really not a lot of common sense goes into these decisions does it.
8570	No	Mrs Margaret	Cooper	do not support the plan			I live at Ngaio Marsh Retirement Village and think it is very poor that our nearest buses are on the Main North Road. It is a 15-20 minutes' walk even to get the Orbiter which is a very good bus to get to the various shopping malls. Even if we had a small bus, like the one that goes to Casebrook. I think that in this day and age the older people have been forgotten. Re the Main North Road. I hope that they will get a plan which will get the traffic flowing which will not be easy with the width of the road and the various things they are putting in it.
8569	No	A K	Taggart				Is resident of Ngaio Marsh retirement village. We need a bus that goes past our village as per in the past. We need a support for those who do not drive. I saw bus shelter when I came this year very disappointed in Metro.
8567	No	Cindy	Mulligan	support the plan	Option B		The left turning corner on Langdons & Main North Road needs to be wider for large vehicles to turn. At present very tight with traffic on Main North Road.
8566	No	S A	McPherson	support the plan	Option B		The corner to turn left from Langdons Road into Main Nth Road needs to accommodate large vehicles. At the moment is it very tight to swing a bus at that corner. You either have to go over the opposite lane or nearly hit the lights on the left. All bus lanes need to be policed!!!
8565	No	Linda	Pike	support the plan	Option A		
8564	No	Terry	Helm	have some concerns			Out concerns are on Section 1 and the removal of all our car parking. The businesses from 2-24 Main North Road are destination shops and rely on easy access with parking. A fairer distribution / allocation of parking versus bus stops would be: a. All parking from 2-24 Main North Road be reduced to 15 mins. b. The two bus stops relocated to outside 24a, 26, 30 MN Rd. Para b. above would allow for four 15-minute parks outside 2 -24 giving the businesses of 2-24 a better chance of SURVIVAL.
8529	No	Aaron	Tily	support the plan	Option B		Absolutely support this idea Papanui can make buses extremely late in the afternoon and early morning.
8525	No	Stuart	Beswick	have some concerns	Option B		Why not wait until the Christchurch Northern Corridor (Cranford St) is up and running and then re-assess. This should significantly reduce traffic volume on Main North Rd in Papanui and thus negate the need for any bus priority. Should you insist on going ahead. Section 1: Harewood Rd to Langdons Rd, Bus Lane only to apply at peak afternoon time and not "At All Times", at early evening and night the traffic proceeding in this direction is minimal. Buses in all bus lanes should be restricted to say 30kph, and/or speed reduced even further subject to conditions, too many times buses are observed transiting these lanes at high speed, when a pedestrian (rightly or wrongly) crosses the road when a line of traffic is stopped in the normal transit lanes. Re traffic lights at corner of Main North Rd, Horner St, Harewood Rd and Papanui Rd, this intersection requires a green arrow for traffic turning (including buses) from Main North Rd into Harewood Rd. Have observed (from sitting having a coffee at Station One Cafe at this corner) many times, many near misses from the result of traffic at a standstill northbound Papanui/Main North Rd, whereby traffic proceeding from Papanui to Harewood Rd have the green arrow turning left, and the right of way, but vehicles take advantage of a gap in the line of stopped traffic and turn right into Harewood Rd. On a number of occasions visibility of cars proceeding in left hand lane in Papanui Rd cannot be seen as a bus or truck maybe waiting in north bound center lane. This should be attended to as a matter of urgency.

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							<p>Re Section 2: Main North Rd, Mary St, Langdons Rd corner. Set of pedestrian traffic lights across Main North Rd from Westpac, not required. The existing pedestrian lights by the NZ Police Station are perfectly adequate.</p> <p>The current traffic lane layout from Mary St to Main North Rd needs to be reviewed. As from observation, traffic proceeding from Mary St turning right onto Main North Rd, often cannot proceed because of stopped traffic flow on Main North Rd. This causes a tail back down Mary St, this of course stops traffic being able to move up the line for either straight ahead to Langdons Rd or left turn to Main North Road. A solution here is eliminate the 4 road side car parks from the back entrance of NZ Police towards Main North Rd, this would enable traffic proceeding straight ahead and turning left more easily. At present only 2 or 3 cars can stack before the lights, if they can actually get up into this lane as a result of a tail back in Mary St. Such action would reduce the tailback and increase traffic flow. This may also assist NZ Police when requiring a prompt exit during an emergency situation.</p> <p>Langdons Rd towards Main North Rd, must strongly object to your idea of 3 lanes, especially the left hand turning lane into Main North Rd. Buses and trucks turning at this corner would have great difficulty effecting such a maneuver safely and would in fact have cross into other lanes to do so. You should also consider the fact that the rear of a long semi swings the opposite way to the turning truck and as such the tight narrow center lane would be compromised. The current setup here works fine and see no need for any change.</p>
8515	No	Nicola	Foster	have some concerns			<p>The business need to be properly considered with these plans.</p> <p>As the 125 and 28 and Orbiters turn right into Harewood Road you should also be putting a right turning arrow in to make it safer for both cars and buses and also while the new lights are going in it is more dangerous trying to cross the road</p>
8512	No	Dale	Harris	support the plan			<p>Our family lives in Frank Street. We regularly use the buses servicing Northlands Mall, as well as walk, cycle and drive through the area affected by this proposal, in particular Papanui Road, Langdons Rd, Mary Street and Main North Road. We support the proposal fully. Currently it is very difficult and slow for buses to turn enter Main North Road from Papanui Street and Harewood Road during peak hours. The proposed bus lanes will support a consistent treatment and much faster bus movements along Main North Road. The additional pedestrian crossing on Mary/Langdons/Main North will also benefit those of us living south of the mall.</p>
8510	No	Andrew	Morris	have some concerns	Option A		<p>Excellent, More traffic lights!!!!</p> <ol style="list-style-type: none"> 1. Make Main North Rd from Harewood Rd to Sawyers Arm Rd bus/taxi/residence only. 2. No vehicle access to Northlands from Main North Road. 3. North bound traffic from Papanui Rd should continue via Harewood Rd only.
8464	No	Laura	Cooper	have some concerns	Option B		<p>I feel that some street parking needs to be retained on the left-hand side going north for convenience based businesses.</p>
8460	No	Duncan & Dr	Taylor	support the plan	Option A		<ol style="list-style-type: none"> 1. The Council is to be congratulated on the clarity of detail in the proposal. 2. The movement of buses in a timely manner is to be commended. To that and, allowing cyclists using bus lanes should not be encouraged as we have noted as bus users, cyclists frequently delay bus speed. 3. Traffic 'leakage' from Northland stopping centre needs to be controlled by lights as 'slipping in' on a give way slows/stops main thorough fare 'thru' traffic. NOTE Blighs Road intersection entering left into Papanui Road. 4. Traffic islands will disadvantage emerging vehicle movement and if installed should be of a minimum length to reduce conflict as a result of increased use of lanes to organise vehicles. i.e. this leaves fewer gaps for emerging vehicle to thread their way forwards. 5. Option 'A' is prepared to compensate retailers who have had their frontages compromised by the new cycle lane construction at Grassmere St. The new pedestrian lights will facilitate fast traffic crossing between carparks & retailers.
8459	No			support the plan	Option A	Kathmandu Papanui	<p>Sounds great, traffic is a nightmare. Allowing the buses to stick to their schedule can drastically improve safety, traffic and people's moods.</p> <p>A bit confused about the 'new left turn lane from Langdons Road on to Main North Road'. Isn't there already one there? If not then yes, that's a great idea.</p>
8456	No	Julie	Glen	have some concerns	Option B		<p>I regularly visit my elderly parents who live in Grassmere Street. I agree that something needs to be done to fix the mess at the Grassmere/Main North corner. It has definitely got much worse since the council's last efforts with the cycle lane and the effect it has had on the intersection. I am also very concerned about the incorrect information given several times in the letter box leaflet. Both options prevent right turns into Grassmere Street and you tell us we can make such a turn</p>

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							at Mary Street or Proctor Street. This is false as a driver cannot make a right into Proctor due to the traffic Island there. Why do you not check the facts included in your publication before delivering to multiple households? Such errors do not inspire confidence in your traffic planning department. I also urge you to get out on the road in your vehicles and experience the area from all angles at various times of the day so you actually know what is going on.
8439	No	Andrew	Flanagan	support the plan	Option A		As a busy bus interchange significant changes need to be made to help buses arrive and leave on time. While the new signalised pedestrian crossing sounds great, it is quite some distance (~150 m) from the bus platforms. Bus users wanting to transfer from one service to another across Main North Road are unlikely to want to walk this distance. Are safe pedestrian crossings closer to the bus platforms possible?
8390	No	Amber	Bowis	support the plan	Option B		I'm a student, I have to take the bus to school as mum has to get ready for work. But I always find you either have to catch a super early bus to get to my school too early or catch a bus 10 mins later and almost and sometimes be late, and I believe it has something to do with Main North Road as the buses have a difficult time merging into the traffic again and again after stopping at a stop. I believe that this will help more than just the students but all members on the buses.
8387	No	Gail	Burt	have some concerns	Option B		Grassmere already has lights for the cycle lanes, are you going to replace them??? Wasting money, maybe should have asked for people's views first before putting current lights in for cycle lane. Waste of money!!!
8386	No	David	Lemon	do not support the plan	Option B		<p>I am in receipt of the leaflet about the Main North Road Bus Priority project. I am not in support of the plan Option A or Option B for Grassmere St as I believe it is unfair that access into or out of Grassmere street be reduced to residents.</p> <p>It is important that Right turn from Grassmere St north into Main North is retained. Despite assurances re traffic numbers in rush hour I think that the traffic is constant during day as well. Trying a right turn from Mary into Main North is difficult at any time of day. Also, how can Mary St residents be expected to put up with all additional traffic. The vehicular count in this area is increased due to the high-density housing at Ngaio Marsh coupled with staff vehicles at the site</p> <p>The deletion of the right-hand turn from Main North into Grassmere will also place unnecessary extra traffic on Mary St. A right turning lane could be maintained if the abutment on the north side of Main North opposite Grassmere was deleted. Perhaps some consideration could be made into combining cycle and bus lane for this stretch</p> <p>I am pleased to see Option B provide a signalled right turn to Main North Road. Option C needs to be developed that adds a right turn into Grassmere from Main North through the redesign of the abutment on the north side of Main North opposite Grassmere Street.</p> <p>With the development of this plan and the new turning restrictions etc, has consideration been made for the potential extra construction and residential traffic once the Cranford Basin development is started</p>
8385	No	Kathleen	Crisley	do not support the plan	Option A		<p>It is difficult to support this plan given the problems with traffic flows along Main North Road. The Council has already installed 1 new traffic light slowing traffic because of the cycleway and it is about to 'go live' with a new crossing by the bus shelters at Northlands Mall - the effects of which we haven't even seen yet. This proposal re-instates a pedestrian crossing that the Council dis-established almost one year ago.</p> <p>So I question whether or not the Council has a strategy or a plan for this area. It doesn't seem like it does.</p> <p>I live in Tulloch Place; a residential area encompassing Tulloch Place and Halliwell Avenue. Residents in this area have as their only access Main North Road. And the quality of our lives is diminishing with each change the Council makes because travel times and congestion are increasing.</p> <p>The video that plays as part of this consultation does not show the area at peak times. And it is peak times that the Council is using to justify the changes. I went to the drop-in session on Friday, 27th October and asked about traffic modelling. The staff said that this had been done, but it has not been provided to us in any form to review.</p> <p>I have been to our Community Board to ask for signage that reminds traffic exiting Northlands Mall to give way. The Traffic Engineer recommended 'do nothing' and now this proposal comes into our letterboxes. With these changes, I think the traffic exiting the mall will be even more focused on getting out first regardless of the road rules. I ask AGAIN that the Council helps us with safety at the intersection and helping to remind people shopping at the Mall that this is an area where people live. Can we PLEASE have some signage and perhaps a couple second of delay on the green light for those exiting the Mall?</p> <p>And before the Traffic Engineer says 'no'- can we see the modelling to prove why it is a deal-breaker?</p> <p>I'd also like to remind the Council that the residents of this area own cars for valid reasons; we can't always take the bus. For example, my business The Balanced Dog, is mobile. I have to travel in my vehicle to provide services to my customers. So the modelling and expectation that "everyone works in the central city and takes the bus to work" is flawed.</p>

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							<p>For the same reason, (traffic delays) I oppose a signal at Grassmere Street and support Option A.</p> <p>Also, I believe that the landlords and owners for the shops at Langdons Road (West Coast Bar, Briscoes, Classic Clothing, Fabric Vision, NZ Post, Mobil, etc.) need to have special consultation with these changes. They are losing on-street parks but the traffic flows in their 'private' area behind Main North Road are part of the problem with traffic flows, For example, NZ Post's drive should be one-way (from Main North Road). This is the angle of parking for this building. But people drive both ways and block flows. Signage and arrows would help to control these flows. And I believe the shops in this area could be working together to re-configure signage and flows to help their businesses.</p> <p>I strongly suggest that Council use its traffic management expertise to facilitate discussions about this area, possibly involving the Community Board. The Council staff seemed to think that they had no influence since the area is privately owned. I say that everyone should be aiming for the best result and the Council just swoops in and changes things and leaves private business owners and residents to pick up the pieces.</p> <p>The residents of this area deserve better. It isn't just about traffic flow for those who live north of the City.</p>
8383	No	Jonathan	Hayes	support the plan	Option A		
8362	No	Warren	Masters	have some concerns	Option A		<p>If we introduced "Bus Priority" as in Queensland Australia, this would speed up the bus travel times. Even though we are a two-car family, my wife and I frequently travel into town on the Blue Rangiora bus. On numerous occasions, when the bus has its indicator on to merge into the traffic other road users do not give-way.</p> <p>Question also the need for traffic lights exiting the Northlands car park through Give Way (Turning left). Use this car park regularly and do not have any problems with very little waiting time.</p>
8358	No	Emma	Jeffery	have some concerns	Option B		I feel it is very important for residents of Grassmere street to be able to turn right onto Main North Road.
8353	No	Allan	Kennaird	do not support the plan	Option B		There's too much emphasis on the bus lanes, this whole section of main north needs to be thought over yet again, once the new corridor thing is open, this should take the traffic away from the main north, all the sets of lights that have been installed already are more of an inconvenience they need to be synchronised so that all the lights turn green within 30 seconds of each other to keep the flow going.
8332	No	Joe	Greaves	do not support the plan			<p>Make it a New Zealand wide thing and why not just make it a rule in the road code that if a bus has its indicator to move out of bus stop, traffic has to give way? That way business and home owners can still have parking on the road! Kills 2 birds with one stone and it will cost way less...</p> <p>Which would also make it that the rest of chch won't need to be sorted with the buses.</p> <p>I work in traffic control and I see the frustration on the public's faces when they can't park on the road and it's unfair to block up the side roads with parking.</p>
8329	No	Suzy	Petersen	do not support the plan			<p>This is a dangerous plan - you cannot have buses and cycles sharing the same space - learn from Wellington's experiences.</p> <p>It's also likely to seal the fate of all of the small businesses that will be affected by this as people won't stop at these shops as there will be nowhere to park - they will keep driving to the next shop.</p> <p>This won't make more people take the bus, it will just drive people to other areas of the city and create more issues there.</p>
8328	No	Carl	Lintott	have some concerns			I am Deaf and Blind. Already the post-earthquake changes to bus services mean I can't get to the city so Northlands is my only shopping centre I can access independently. If you make the controlled crossing at Langdons Rd a free left turn, (as was proposed several years ago but not implemented) you will make it impossible for me and others like me who use the vibrating pads at the controlled intersection to cross the road safely to get from our bus to the Mall or for us to get from the Mall to the bus, or to post shop or to the Police station. Please don't take away even more of my independence. The CCC boast that Christchurch is an accessible city, but for people like me it is an increasingly inaccessible city.
8326	No			support the plan	Option A	Age Concern Canterbury	Can there also be a no right hand turn out of Loftus street on to Main North Road.
8318	No	Karen	Blair	do not support the plan			It will affect so many small businesses in Papanui as people will struggle to find parks and will just move on to another shopping area!
8313	No	Blair	C	do not support the plan			These bus and bike lanes are the biggest waste of time and money. Every XXX that can't park on the main road will now park over our drives and in our parks. XXX XXX you paper pushers and stop wasteing our money.

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8300	No	Pam	Stark	have some concerns			<p>I think parking should be allowed at certain times of the day and evenings otherwise parking is an issue for the businesses and restaurants along this area as limited parking for their patrons and customers, the proposed bus lane would remove some of the parking especially for elderly or those who are unable to walk long distances and parents with babies children. Also people are unable to park at Northlands shopping centre without being penalised. Therefore, business and restaurants and general public need to have quick easy access to the shops and services along main north road and fairness to these local businesses.</p> <p>Understand the bus lane is required during peak times but evenings, weekends and middle of the day to allow more consideration to other users of this area.</p>
8299	No	Euan	Gutteridge	do not support the plan			<p>Ten years ago, a lot of ratepayers money was already spent on the bus priority projects and more recently on cycleways and the Papanui superstop. Now the council wants to spend even more money! Why???</p> <p>It's about time the council started looking at ways to improve peak traffic flow on Northcote Rd - too much congestion for too long and nothing getting done about it.</p> <p>Money would also be better spent on resurfacing Hills Rd between Akaroa St and Aylesford St - it's a shocking piece of road thanks to the 2012 sewer works. I've still not received any information on when this is going to happen despite requesting this via CCC Customer Services TWICE.</p>
8298	No	Luella	Dobier	do not support the plan			<p>Please stop wasting money on these crappy initiatives. It hasn't worked for St Asaph St and you are going to rip it up and start again. This does nothing to get people into busses. Build the train network. Meanwhile FIX THE ROADS IN TJR EAST.</p> <p>Carrisbrooke st Pages road New Brighton road from wainoni road to Burwood school site Bower ave Rowan ave Eureka street Hampshire street Breezes road Alwdwins road Linwood ave</p> <p>Just a few things you need to invest in BEFORE you ruin the lives of the business owners on main north/papanui road by taking away their off-street parking</p>
8297	No	Juliet	Mccormack	do not support the plan			<p>Papanui Road/ Main south road is already a nightmare. Removing parking is going to ruin small business. It's already difficult to frequent the area.</p> <p>The traffic lights need to be reviewed.</p>
8294	No	Sandra	Hutchinson	do not support the plan			
8285	No	Mark	McGoldrick	do not support the plan			<p>Learn the lessons from St Asaph St and leave the car parks in place.</p>
8283	No	Sheryl	Croft	do not support the plan	Option B		<p>I say NO. DO NOT remove the parking for bus lanes. DO NOT PUT IN ANY MORE BUS LANES ON THIS SECTION OF ROAD.</p> <p>Papanui/Main North Road is chaotic and frustrating now (and has been steadily getting worse over the years - how have you not noticed this?) - if these changes are made it will be hell on earth. You are going to make the mess you have already created into a complete and utter shamble and I really resent you even suggesting doing this. There is NOT enough off-street parking now (and no matter what you think it isn't easy to get into the off-street parking now if cars are trying to get out hence blocking the flow of transport - hello?).</p> <p>I can't believe you want to create more traffic jams and frustration what is going on here? How about fixing the problems you have created already (the mess with the streets in city ctr) BEFORE even thinking of doing this? You should be looking at FIXING the traffic flow on ALL of Papanui Rd and Main North Rd (from Harewood Rd to at least Cranford St) THIS should be your priority not creating more angst, frustration and anger amongst motorists. What happens to the businesses that DO NOT have off street parking? You have removed some already I noticed with the "so called fixing up" of Restell St! Not sure why you had to make those footpaths so wide? This proposal is wrong on so many levels I am very much against it. My son has had many issues with bus drivers nearly knocking him off his bike and I've had incidents where they have nearly run me out of my lane while in the car (and they were supposed to be in their own lane but decided</p>

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							to take up both and yes I have complained but AS USUAL nothing happened - we could have been seriously injured.) This so called proposal's a recipe for disaster - the road is not wide enough now. Please DO NOT do this.
8278	No			do not support the plan	Option B	Survus Consultants	<p>We are situated at the corner of Main North Road & Meadow Street, and there is already a bus lane over Main North Road that causes a lot of accidents at the end of Langdons Road that we have to go and help clean up. Bus drivers come along the lane with their left indicator on to turn into a bus stop, and cars coming out of Langdons Road turning left think the bus is going to turn left into Langdons and they pull out only to get hit by the bus in the drivers door. The same thing will happen at the end of Winston Avenue. We have seen this on more than 10 occasions in the last 24 months. Bus drivers see the lanes as a competition to see how many cars they can pass on the left.</p> <p>If you want to make a real difference to congestion in Christchurch, make all bus lanes T2 & couriers (2 or more passengers etc.) as this would make a massive difference like it has in Auckland.</p>
8275	No	Andrea	McLay	do not support the plan	Option A		
8273	No	Rob	Smith	have some concerns	Option B		Put the bus exchange for both directions in the northlands car park. They're the ones benefiting and it would reduce pedestrians crossing a busy road. Just look for a solution that will be able to support growth, even the existing rail system, rather than rehashing this existing headache.
8272	No	Alex	Fletcher	support the plan	Option A		<p>Bus lanes are needed to provide seamless and effective public transport services in Christchurch. The zone in which the changes are to be implemented is in a heavy commercial area with a large number of vehicle movements on Main North Road and intersecting streets. Congestion impedes public transport from being able to function and can be detrimental to encouraging greater patronage.</p> <p>The loss of parks is minimal and parking on such a busy road is considerably poor use of public space. We need to move on from the idea that businesses in the direct need ratepayer subsidies for proximity public parking that anybody, especially non-customers, can use.</p> <p>The Grassmere Street option (Option A) is fine without the use of lights. There is minor inconvenience to motorists as they can take a slightly longer route to Mary Street to access to and from Main North Road. As there are already traffic lights slightly upstream at Sawyers Arms Road, these adequately cater for pedestrians and cyclists (of the new Papanui Parallel cycle path) wishing to cross.</p>
8270	No			do not support the plan		Northwood Residents Association	<p>I believe this plan is flawed. It does not take into consideration the current traffic flows which are congested in the blocks mentioned.</p> <p>The plan attempts to coexist the bus interchange and main north road traffic use. It would be better to remove the attempt by relocating the bus stops out of the main road and into a side road or even better some suitable area within local carparking areas close to the mall but off road. The access to this interchange would be through traffic lights controlling the in and out buses from the interchange. This would allow the removal of the bus stop areas on the main north road and allow better traffic flow.</p> <p>This model is used extensively overseas and is a far safer way of allowing pedestrians access to buses. It also allows buses to easily resume journeys through the entry points controlled by traffic lights. If the bus interchange was further integrated to the mall entrance way, it would really enhance the ease of access.</p> <p>Please attempt to look at this problem again and not further complicate road usage patterns.</p> <p>I would be very happy to talk about this in more detail.</p>
8269	No			support the plan	Option B	Go Bus Canterbury Management	
8264	No	Amanda	Peter	have some concerns	Option B		<p>Think encouraging, easy public transport along with improved pedestrian & cycle access is great as this is a very heavy usage area.</p> <p>Worry a little about small businesses on corner of Sawyers arms and Main north losing parking as they have no off-street customer parking & have already lost bus stops.</p> <p>Also prefer option B for Grassmere street as owing to consistent congestion many residents use this street regularly if driving.</p>
8261	No	Hannah	Wright	support the plan	Option B		

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8256	No	John	Thompson	have some concerns	Option A		<p>The proposal is great apart from the Main North Rd / Sawyers Arms Rd intersection abandoning bus priority for just that one intersection.</p> <p>My one concern is around the signalised pedestrian crossing just North of Grassmere St: The proposed kerb build-out will force buses to merge with traffic at a point where traffic is unlikely to be flowing smoothly in peak times. This will add to delays for both buses and cars.</p> <p>Since this is a signalised pedestrian crossing there doesn't need to be a kerb build out to accommodate it. This road space would be better allocated to a further extension of the bus lane so that buses can reach the bus lanes North of the Sawyers Arms Rd intersection without interruption.</p> <p>For an example of how bus priority should be applied at a busy T intersection: See the Riccarton Rd / Matipo St intersection which has recently been upgraded and works very well.</p>
8255	No	Rachel	Clark	have some concerns	Option B		<p>The lights at the Mary Street intersection desperately need changing. If turning from Mary St they only stay green long enough for 3 cars to get through, if they're lucky!! There can be a huge stretch of cars stuck on Mary St as only a few get through, this is urgent.</p>
8252	No	Jed	McArthur	support the plan	Option A		
8250	No	Michael	Greenslade	support the plan	Option A		<p>Great idea.</p> <p>Car parking is not necessary in this zone - and roading should be about transport not car storage as much as possible.</p> <p>Giving easy access to bus and bike traffic is essential.</p>
8249	No	Zara	Grange	do not support the plan	Option B		<p>I don't see how taking away all of the parking down main north road is going to make Papanui a more people friendly place.</p> <p>There are probably 2-3 buses that travel down that road versus 1000s of cars. Buses already have bus lanes to stop in but where are cars supposed to park in order to get to the businesses and shops along the side of the road?</p> <p>People with young children/disabled/elderly need to park as close as possible, but if there is no parking this will affect the businesses and people will just go somewhere else that is convenient</p>
8229	No	Chris	Morahan	have some concerns			<p>Anything to speed up the buses will be great for the city- would love to see a similar treatment on Lincoln Rd.</p> <p>The provision for cyclists does seem a little stressful, it would be nice if more could be done for them. Also, the footpaths look very narrow in places (e.g. east side between Proctor St and Mary St).</p> <p>At some of the intersections the need to accommodate lanes for turning traffic create conflicts where through buses and cyclists are forced to mix with left-turning traffic (e.g. southbound left-turn into Mary Street). It looks like some of these movements could be restricted, with minimal detours required, which may make the intersections simpler and safer for everyone.</p> <p>Also it seems strange that the pedestrian crossing on Sawyers Arms Rd has been removed. I would've thought a pedestrian crossing there would be important, particularly with the major cycleway going right past here.</p>
8226	No	Douglas	Smither	do not support the plan			<p>Your dream of more people using the busses will not happen, in the mean time you will only cause more congestion on the roads by taking away access by installing bus and bike lanes. the number of bus and bike hours that are used in these lanes are just a small percentage of the overall traffic usage as a whole. In Paris there are no road markings, polluting the roads, here we have white red and green rubbish all over the roads, which in time wears and looks terrible.</p>
8224	No			have some concerns	Option B	Survus Consultants	
8222	No	David	Maclure	support the plan	Option B	n/a	<p>It very satisfactory design, good layout, strongly recommend Option B for Grassmere Street.</p>
8216	No	Daniel	Hutchinson	support the plan	Option A		<p>I use the bus every weekday, and the main area of delay is around Northlands mall. If this is what it takes to alleviate the traffic issues for buses, then it is an idea that I can get behind.</p> <p>Enforcement of bus lanes is something that needs to be considered too, as people are still parking in the lanes when they are active, especially in the mornings in the Belfast/Redwood areas.</p>

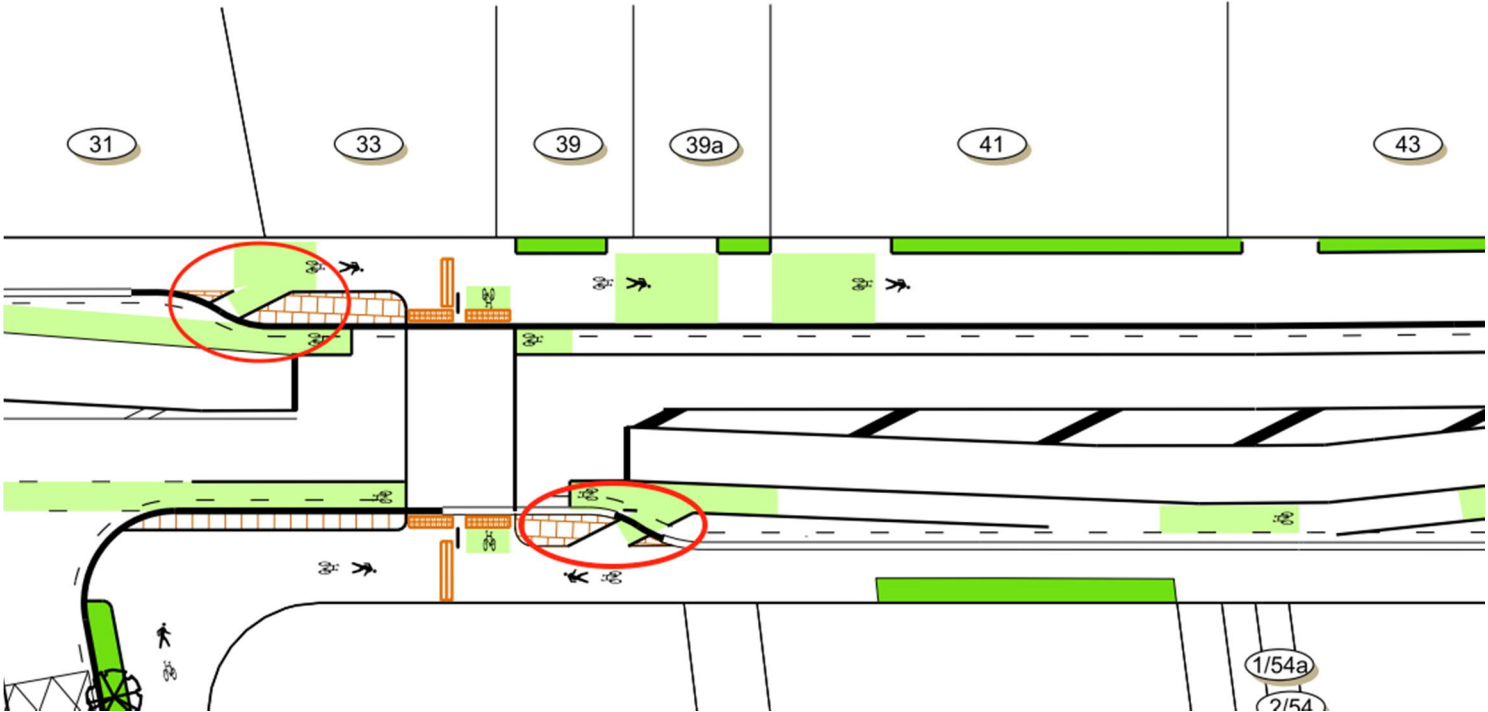
Submission ID	Attachments	First name	Last name	I / We	Grassmere Street preferred option	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
							<p>Having enough room for the buses to access the main Northlands platforms is also something that is needed, as even now some buses have issues getting into the platform specific areas designated. The entrance to Northlands car park next to Cash Converters is somewhere that causes issues, with people slowing to a stop sometimes to get into that entry point.</p> <p>The post office is somewhere that I can see people parking in the bus lanes still, to post letters, so maybe an alternative post box in the back, or better signposting for off street parking would be necessary there.</p>
8215	No	Richard	Peebles	do not support the plan	Option B		<p>Totally oppose any further restrictions to access to Grassmere Street. This has just been proposed with the Cycle lanes and was strongly opposed by the community. The CCC then attempt to again restrict access with another so-called consultation. The actual consultation process is a total sham as the CCC staff have predetermined the outcome they desire and push that proposal through.</p> <p>With the rezoning of 40ha of land in Grassmere street to residential, to then attempt to restrict access to that same street to push through Bus and Cycle routes is utter madness and shows just how out of touch with reality the CCC bus and cycle advocates are.</p> <p>Once again the CCC propose removing carparks to allow for Bus lanes which are not a popular form of transport with patronage dropping. The local businesses will bear the cost of this madness and the viability of many will be decreased with no doubt subsequent business closures.</p> <p>I wish to be heard at any hearing or meeting to consider the proposals.</p>
8211	No	Ryan	Wood	have some concerns	Option B		<p>I support the proposed changes between Langdons Rd and Sawyers Arms. However, removing car parks up to Harewood Rd will stop opportunistic shoppers. I drive this road many times a day for work driving a large van. Removing the right turn into Winston is needed as it causes back logs of traffic. My biggest recommendation would be to wait till the Northern motorway extension is completed and see what affect that has on Papanui rd. Thank you :)</p>
8209	No	Emma	McConchie	do not support the plan	Option B		<p>Grassmere St needs a set of lights to let traffic out of there. It is an absolute nightmare to get out of that St and I have seen many accidents and near-miss from cars pulling out of Grassmere trying to get through the traffic. I am a community support worker and I visit many clients at the retirement village down Grassmere St every day.</p>
8208	No	Scott	Wasley	have some concerns	Option B		<p>Still need to be able to turn right into and out of Grassmere st as there are often road works blocking the other end of the road</p> <p>27.10.2017 Now that have the mail out I wish it add more.</p> <p>In option b for Grassmere street it says: to help keep traffic moving and buses moving a lift turn lane into Grassmere st will be needed so that left turning vehicles do not block through lane to allow for this left turning lane southside parking to be reduced from 7 to 2 spaces. How does left turning traffic block the through lane??</p> <p>Once light turns green left turning cars have right of way and in no ways does that change from option a to option b.</p> <p>I believe this has just been added to put all the business on Main North Road off option b as they will lose car parks.</p>
8207	No	Angela	Pennington	have some concerns	Option B		<p>Hi there, I think it's awesome that the council wants to streamline public transport here, and generally support the plan. The only thing is, as a cyclist it's somewhat terrifying sharing a lane with buses. I realise there's no extra lane width for a separate cycle way though. Is there a way to make it really clear how the buses and cyclists are meant to interact? E.g. what happens if a mum is cycling down here with her kids, and the bus comes up behind them? Does the bus have to go really slow until it's safe to pass? It seems like it would be quite stressful for the mum.</p> <p>Thank you CCC for trying to make our city more sustainable- I know you'll probably get lots of negative comments today, and I just want to encourage you that you're doing a great job! Thanks for trying to make our city better!</p>
8203	No	Amberley	Harding	do not support the plan	Option B		<p>That stretch of road is so often clogged up that I avoid it as much as possible. I think I would actually prefer 4 lanes in use rather than 2 for cars and 2 permanently for buses.</p>
8202	No	Alison	Jones	do not support the plan			<p>Small business are dying with the reduction of parking. I know of barely anyone who uses a bus compared to cars. If anything, you should be concentrating on facilities for electric cars and recharging stations if you want to assist with better transportation. Let's do something which REALLY counts.</p>
8199	No	Nathan	Kreft	do not support the plan			<p>Think the entire area needs a well thought out traffic management plan and this plan tries to address some of those (traffic lights, crossings, road marking etc) however all with the main emphasis being a dedicated bus lane. I don't believe a dedicated bus lane is currently warranted and should only be considered post impacts of the surrounding significant road changes (motorway) are known & quantified. Agree street crossings need to be prioritised in the short term.</p>

Submission ID	Attachments	First name	Last name	I / We	Grassmere Street preferred option	Name of organisation (if applicable)	Comments - please be as specific as possible to help us understand your views
							Don't agree that there is adequate parking for businesses affected in side streets. Majority of parking behind these impacted businesses is private parking and already fully utilised. CCC should focus on existing projects which have resulted in unsafe traffic movements. Example is the surrounding area of Restell street (Northern cycleway) which on a corner is only 7m wide and yet parking is allowed on one side of the road. This has made a virtual blind corner where traffic is forced onto the wrong side of the road to pass parked vehicles. Already in the past 2 weeks since road layout changes there have been over 7 minor incidents (vehicles hitting each other). Please devise a fully integrated traffic management plan to improve the entire Papanui activity centre.
8195	No	Francis	Deane	do not support the plan			Once again by taking away the on street parking it will drive cars into the side streets. There IS NOT enough parking behind the shops on Main North Rd even now. There is also enough traffic lights already in the immediate area with a new set already just installed outside Countdown which hinders traffic flow,,, NOT improve it!! This daft new plan will just mess up the area which is already grid locked for most of the day.
8193	No	John	Pope	do not support the plan	Option B		As a resident of Grassmere St I am concerned with the continual proposed changes to restrict our options for vehicular exit and entrance out of Grassmere St turning right onto Main North and conversely turning right. From Main North Rd into Grassmere St. We have only just resolved the proposed entry and exit proposal changes to the Main North Rd end of Grassmere Street resulting from the construction of the cycle way effecting access into and out of that end of the Street, now we have another equally restrictive proposal(s) which will inconvenience residents of the Street even further.
8191	No	James	Foote	support the plan	Option A		
8190	No	Simon	Gulliver	have some concerns	Option A		I think the idea of full time bus lanes is great so why not make them 24/7 in both directions. The loss of parking spaces is not a big problem, as people will find new places to park and will eventually get used to it. Perhaps better signage to let people know there are spaces behind the shops concerned.
8189	No	Wayne	Beecroft	do not support the plan			You don't care about the businesses along Main south road that need to have parking, It will put some of these businesses out of business. Just like St Asaph Street, Victoria Street and Riccarton Road you think it's going to work and won't listen to people who seem to have more common sense than you do, Go ahead and you will waste more of your rate payers money, I know you won't listen to me but at least i am showing that i do care for the people of Christchurch, That's more than i can say about you. Leave it alone it is working fine.
8187	No	Simon	Parsons	support the plan	Option A		A lot of people, this traffic, are traveling from the satellite towns. Trains. Regional trains from Rolleston & Rangiora.
8186	No	Will	A	do not support the plan			We need to give priority to cars. People like to drive cars and there are more of them. Remove the parking and give the extra lane to cars and create more off street car parking than the parks being removed. Allow busses to pull off the street entirely by getting out of the way of traffic when stopping. Reduce the dangerous curbing, this is just more obstacles to hit and cause damage.
8184	No	Jess	Schulz	do not support the plan			The lack of on street parking, the fact that no one uses buses so why butcher whole streets for them. The ugliness of the way it looks.
8183	No	Nicola	Verry	support the plan	Option B		I regularly bus to Northlands to do shopping as I do not have a car. I think this plan is fantastic
8182	No	Matthew	Vannoort	support the plan	Option A		Great modification to the road, love that it emphasises public transport and cycling. Must make these modes of transport higher priority and easier if they are to become more popular.
8171	No	Nick	Dwan	do not support the plan	Option A		I don't believe that reducing cars will work unless you include the conditions and expected outcomes of the new Northern Corridor as well. This plan in itself doesn't make sense due to the volume of cars from the north. Also, saying you're making it more people-friendly by having more buses and less parking doesn't work because public transport in Christchurch is still seen as exceptionally undesirable.
8169	No	Brent	Ford	do not support the plan			This will make Main North Rd even slower for cars to negotiate - a poor idea. Balance of priority on this road is already too heavily skewed towards bus traffic.
8167	No	Alistair	Trounson	support the plan	Option A	Go Bus	The northern corridor is often blocked up all hours of the day making buses run late, which as a reliability effect on the rest of the network as a bus will get stuck for 15 min then run late for the rest of trip.
8052	No	John	Button	Do not support the plan			Thank you for this opportunity to have a say. Good points of Section 4b a. Lanes so room to turn left or right b. Shows that the room taken on right side of road, could also apply to right hand side, to make road wider when turning left onto Grassmere St when travelling Sth on Main North Rd. Please note as in (a) please make lanes long enough for 2x cars and trailers

#9153 - McGregor, Arthur - Clyde
Road example

Uni-Cycle route
(screenshot from sheet 3)

C L Y D E R O A D



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