

Main North Road bus priority consultation overview

Summary of feedback

Overview

197 submissions received

56 support the proposal

58 are in support but have some concerns

73 do not support and

10 did not indicate (comments only)

Grassmere Street intersection options:

51 support Option A (left in left out only)

76 support Option B (signals at intersection allow all turns including right turn out, but no right turn in)

17 indicated they didn't support either option

53 did not indicate A or B

Key issues and project team response:

Need for the project and the wider effects

<p>Need to justify the proposal for bus priority</p>	<p>This proposal aims to reduce delays to buses caused by high traffic volumes and congestion on Main North Road. The purpose of Bus Priority is to ensure buses run to time, achieve more reliable and consistent journey times through congested areas, and reduce the journey time difference between bus and car travel. Achieving these objectives will make travel by bus more attractive, and could encourage people to take the bus and thereby offer more transport choice. As a minor arterial route Main North Road carries large amounts of traffic between central city and the northern suburbs and there is congestion for large parts of the day. The bus lanes will allow buses to travel separately to general traffic and as they become more reliable more people will leave their car at home, easing traffic congestion for everyone.</p> <p>Re-allocating road space to give buses greater priority, through the provision of bus lanes, means that key transport routes such as Main North Road will effectively and efficiently create additional capacity to move greater numbers of people within the same space. For example, each bus can carry 50 passengers. As there are currently 520 buses a day, there is potential for 26,000 people movements by bus (2-way) through this section of Main North Road. Commitment to high residential growth in North Christchurch highlights the need for a reliable long-term Public Transport connection to the north. The corresponding continued increase in traffic demand along Main North Road re-confirms the need for public transport to be considered a viable option, given vehicle capacity on Main North Road is likely to be exceeded if traffic volumes continue to grow.</p> <p>Main North Road is a core public transport route in the Christchurch Transport Strategic Plan where walking, cycling and public transport is prioritised and encouraged over general traffic. This approach also supports Papanui as a Walkable Centre. Improving facilities for walking, using the bus or riding a bicycle gives the community more options for travel.</p>
--	--

Grassmere Street/Main North Road Intersection	
<p>Grassmere Street residents' concerns about access at Main North Road both now and in the future with the subdivision complete.</p> <p>Suggest:</p> <p>Giving consideration to other projects in the immediate area.</p>	<p>Investigations for the Main North Road bus priority project have not solely focussed on the Main North Road corridor or on bus movements. The assessments consider many projects that have been, or are being completed in the immediate area.</p> <p>Wider network</p> <p>The Western Belfast Bypass and the Northern Corridor are projects that have been or are being delivered by the New Zealand Transport Agency (NZTA) to reduce congestion and improve journey time reliability in the north of Christchurch. The Western Belfast Bypass opened in 2017 with the Northern Corridor due to be complete in 2020. As a Key Activity Centre, Papanui is a major generator of trips with city wide residents travelling to and from retail outlets, high schools, employment locations and leisure facilities.</p> <p>A redistribution of trips between Cranford Street and Main North Road is expected following the significant road projects in the northern area of Christchurch. However, future residential and commercial growth in northern Christchurch as a result of the Land Use Recovery Plan is expected to increase the traffic flow on Main North Road and ultimately exceed the capacity of Main North Road. This bus priority project aims to provide an alternative travel mode choice that is more attractive than private vehicle, use before the capacity of Main North Road is exceeded.</p> <p>Cranford Regeneration</p> <p>The Cranford Regeneration Plan allows for residential development on land to the north of Grassmere Street. A collector road from Grassmere Street onto Cranford Street is proposed as part of the movement network to support the development. In designating the land for housing and the levels of planned development, Council undertook traffic assessments to understand the effects on the network of additional development. Using this information Council then set a limit on the number of housing units that could be accommodated on the site.</p> <p>The proposed collector road would further improve accessibility from Grassmere Street on to the strategic road network.</p> <p>Although the effects of additional traffic have been considered as part of these proposals, the decision to approve the subdivision was a separate process. Further information on the Cranford Regeneration Project can be provided by Council on request, or refer to: https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/cranford-regeneration-plan</p> <p>Additional road projects</p> <p>Plans for improvements to Northcote Road are currently in the Council's 2018-2028 Long Term Plan.</p> <p>MCR</p> <p>The Main North Road Bus Priority project was in the early scheme development phase when the construction of the intersection with the Papanui Parallel Major Cycleway was underway. Co-ordination of projects and their delivery is a priority where possible, however programming or funding does not always allow this. That said, the design for the Major Cycle Route did not preclude the development of viable future options available for the Bus Priority project.</p>
<p>Concern about the associated effects of turn bans at Grassmere Street/Main North Road including increased traffic volumes using local roads in the area and creating additional traffic on Mary Street.</p>	<p>There is a concern that traffic will increase on the residential streets as far away as Idris Road, as a result of the changes to Main North Road including the final layout and operation of the Grassmere Street/Main North Road intersection - with or without the collector road connecting through to Cranford Street. In response to these concerns traffic modelling has been used to indicate what increases (if any) could be expected on the local roads for a range of scenarios at the Grassmere Street and Main North Road intersection. In summary, no significant increases in traffic (more than 500 vehicles per day or 50 vehicles per hour) are anticipated because of the bus priority proposals on the surrounding local road network.</p>

	<p>To help keep the traffic moving along Main North Road the traffic signal timings along the Main North Road corridor have been recently altered by the Christchurch Transport Operations Team (CTOC) to improve efficiency along the corridor. The traffic signal timings along the main corridor have been shortened. This reduces delays and queues for the side road exits as there are more opportunities for cars to exit on to Main North Road each hour.</p> <p>There was a concern that Option A at Grassmere Street/Main North Road intersection (left-in/left-out only) would result in additional queueing on Mary Street, as more people use this to turn right out on to Main North Road. Queue surveys on Mary Street have helped understand the length of queues that form at five-minute intervals. The longest queues were observed at 17:15 hours and 17:25 hours. The queues in the five minutes following peak traffic were much shorter (8 and 4 vehicles), which shows that a high proportion of the queue is moving through on a green traffic signal.</p> <p>Option B at Grassmere Street included traffic signals, which would enable right-turning traffic from this area to exit out on to Main North Road, as an alternative to Mary Street. There are no changes proposed on Mary Street following completion of the investigations.</p> <p>Following a significant amount of investigation completed following submissions received, the final proposal for the Grassmere Street intersection retains all turning movements for Grassmere Street.</p> <p>The island at Proctor Street already exists. There was a mistake in the original printed document and the online information was updated when this was found. We apologise for the confusion.</p>
<p>Parking changes</p>	
<p>Business and community concerns about proposed parking removal to allow for the full time northbound bus lane.</p> <p>Suggestions:</p> <p>Retain some of the parking in the north bound lane –stops before lights on Papanui road and start again after Winston Ave or preferably Langdons Road</p> <p>A fairer distribution / allocation of parking versus bus stops would be to have the two bus stops relocated to outside 24a, 26, 30 MN Rd with all parking from 2-24 Main North Road reduced to 15 minutes.</p>	<p>The shared bus lanes meet NZTA Cycle Network design guidance (2016), which includes the following statement:</p> <p>“Bus lanes are considered appropriate for an enthused and confident target audience, but are less likely to appeal to many interested but concerned users.”</p> <p>The guidance document states that bus lanes should be either:</p> <ul style="list-style-type: none"> • wide enough for cyclists to ride adjacent to buses • narrow enough that cyclists and buses must travel in single file. <p>In-between widths should be avoided, as these can result in buses or cyclists attempting to pass each other when it is not safe to do so. The width of bus lanes is a critical safety consideration.</p> <p>Wide bus lanes can be part time, i.e. allow parking during non-bus lane hours. Narrow bus lanes must be permanent (i.e. no parking), because when parking would be permitted, people on bikes would be forced to ride within the door opening zone.</p> <p>The removal of parking on the northwest side of the street is because there is not enough road width for a part time bus lane, and if parking was permitted, people on bikes would be forced to ride within the door opening zone, creating a significant safety issue. The width of the bus lane on Main North Road is 3.2 metres wide, which requires the northbound bus lane to be permanent.</p> <p>The project team considered retaining a small number of car parks on the north-west side of Main North Road by adapting the proposal to replace the full time bus lane with a part-time lane where width permitted. However, further analysis showed that the original proposal to start the full time bus lane at Harewood Road rather than just south of Winston Avenue provided savings of approximately 40 seconds of bus journey time. This is because the bus could bypass the queue that forms on Main North Road from Sawyers Arms Road back to Harewood Road. On-site observations have shown that queues can form in this section of Main North Road from noon through to and just beyond the evening peak.</p>

A bus lane starting at Harewood Road will also result in some improvements to general Main North Road traffic flows because buses are not in the main traffic stream and fewer vehicles will be performing parking manoeuvres which interfere with (by temporarily blocking) traffic flow. The absence of parking spaces also means there is a reduced conflict and risk for people riding bicycles on the road (ie risk of car doors opening). The full-time bus lane will therefore meet the project objectives and will allow more people to move along Main North Road.

A high turnover P5 park is proposed as part of the scheme on Winston Avenue, which could be used by customers needing to make a quick stop. On-street parking is provided within a short walking distance of Main North Road on Winston Avenue, Restell Street, Harewood Road and streets to the south-east of Main North Road. In addition, off-street customer parking is available for many properties on the southeast side (12-18) of Main North Road accessed from either Main North Road, Horner Street or Loftus Street. Staff Parking is provided on-site at 178 Main North Road.

Parking on-street is not a given priority, particularly if the space is required for the movement of goods and people. A study by BECA and the New Zealand Transport Agency surveyed shoppers on Papanui Road and Riccarton Road. The results indicate that sustainable transport users, or those who take public transport, walk, cycle or skateboard, accounted for 40% of the total spend in the shopping areas included in the study. The data also showed that sustainable transport users are likely to visit the shopping areas more frequently and spend more time in the area, compared with car drivers. The study showed that people travelling by sustainable transport modes contribute significantly to both the retail and social activity in central city and local shopping areas. This is largely consistent with international studies. For the Christchurch specific sites, the headline results were:

- Retailers significantly overestimated the proportion of regular customers.
- Most retailers drove to work despite a significant proportion living within 5km of their workplace.
- Retailers were asked how important they thought a variety of design features were in maintaining and supporting their business trade. The availability of off street parking was considered the most important. On-street parking was also rated highly, as was the provision of pedestrian facilities (wide footpaths/crossings). An initial comparison based on the findings of the pilot study area in central Christchurch (Colombo Street), found that shoppers placed the most importance on parking restrictions (as opposed to availability) and cycling facilities, - illustrating some contrasting views between what shoppers say is important to them, and what retailers think is important.
- Riccarton parking data indicated that some retailers (and/or staff) were using on-street parking spaces. It was also found that at certain times of day there was a significant oversupply of private off-street parking, and a moderate oversupply of off-street customer car parking.
- For Riccarton the most positively viewed design changes were improvements to outdoor seating, landscaping and footpath widening. In general, the majority of design changes were viewed as having a neutral or positive impact. The Main North Road project is providing changes around the Winston Avenue intersection that allows for environmental enhancements and seating, which will also have a positive impact on the businesses and for customers who can benefit from enhancements.

There is no available budget to buy the land at 1 Main North Road to use as a car park, which is any case outside this project's objectives. It is not the Council's normal practice to buy land for car parks when considering a project to improve public and/or active transport objectives.

There was a request to retain car parks outside the supermarket at 29 Main North Road. It is not possible to retain the two car parks between the new bus stop location and Langdons Road as part of this proposal. If the parking was retained, buses would need to move over into through lane to move back again into the kerbside lane. This is inefficient for the bus and also creates safety concerns on the approach to the intersection. Parking is provided at the rear of the supermarket.

	<p>There was a request to limit parking to 15 minutes periods outside numbers 2-24 Main North Road. All parking on Main North Road in the section between Harewood Road and Mary Street is time restricted for short-term use. However, reducing it to 15 minutes would mean that shoppers may not have long enough to complete all their tasks.</p>
<p>Concern to a lesser extent from affected businesses and community about the increase to the operational southbound bus lane times (to be used in the evening also) due to loss of parking during this time.</p> <p>Suggestions</p> <p>Retain 2-3 parks on South side for businesses</p> <p>See also concern about bus stop impact on parking below</p>	<p>The southbound bus travel times when the existing bus lane is in operation from Mary Street to Horner Street (07:00 - 09:00am) average around 2-2.5mins and the 'bad days' about 3-5mins. In contrast, when the bus lane is not operating, average travel times rises to around 4-4.5mins and 'bad days' 6.5-8mins. The southbound bus lane between Mary Street and Horner Street is therefore effective in improving journey times by bus, saving 2-2.5mins on average, and importantly 3.5-5 mins on the bad days. Therefore, increasing the time that the bus lane operates will help reduce bus journey times during the busiest times of the day.</p> <p>On-street parking will be available when the southbound bus lane is not operating, providing a balance in the road space to accommodate all users. There is customer parking at the rear of the properties for use when the bus lanes are operating.</p>
<p>When were the parking surveys completed?</p> <p>Additional demand from former WINZ building (now gym and café).</p>	<p>The most recent parking surveys were completed in June 2017, after the WINZ building closed. Other surveys on the side roads were completed in 2015 and 2016 as part of an area-wide parking investigation. Additional parking surveys have also been completed in the week commencing 23 July 2018.</p> <p>As the gym is a change of use from an office building, a resource consent would have been required, and as part of this assessment the occupier would need to demonstrate how they would manage the effects of parking by customers. The District Plan requires 15 on-site car parks for gym use. The activity includes provision for 5 on-site car park spaces together with 12 on-site cycle parks. The applicant sought to reduce the potential adverse effects of the on-site parking shortfall by providing 8 off-site spaces to the west of the building through a lease agreement. As the spaces were accessible and convenient and would not affect current on-street car parking the development could proceed.</p>
<p>Parking restrictions on nearby streets are necessary</p>	<p>Some P120 restrictions were implemented to allow for some all day and time-restricted parking in Horner, Loftus, Wyndham, Mary and Gambia Streets.</p> <p>For further information on the history behind the decisions on parking in the surrounding streets refer to the 16 September 2017 Papanui/Innes Community Board report, available on the Council website.</p> <p>On-street parking operation is monitored by Council, or investigated following a public submission, and then amended where required following input from the local community.</p>
<p>Concern about loss of parking for small businesses on the corner of Sawyers Arms and Main North Road.</p>	<p>The parking on the side of the shops is retained. Two parks will be retained on the east side of Main North Road, and businesses on this side of the road have space for parking at the rear.</p>
<p>Need for on-street mobility parking?</p>	<p>There are currently no on-street mobility parks on Main North Road or adjoining side streets, however the existing parks are short-term and available for everybody to use. It is not proposed to incorporate designated mobility parking on a highly trafficked vehicle route with other modes also using the space in a constrained corridor. Some mobility impaired users require the assistance of side mounted hoists, or personal help in getting into and out of the car, and this could create safety issues for all users on the main road. Off-street mobility parks are provided at most of the retail stores along the street as a district plan requirement.</p>
<p>Buses</p>	

<p>Concern over proposed bus stop improvements:</p> <p>Proposed double bus stop and shelter outside 23 Main North Road to replace single stop outside 29 Main North Road: Mobil supports the proposed bus bay and bus shelter outside Papanui Mobil at 23 Main North Road.</p> <p>Proposed double bus stop outside 20 and 24 Main North Road:</p> <p>One local business does not agree with the proposal - cost and loss of amenity for other road users including parking outweighed by negligible benefit to buses</p> <p>Concern over loss of parking. Businesses from 2-24 Main North Road are destination shops and rely on easy access with parking – suggest moving the bus stop to outside 24 – 30 main North Road and installing time restricted parking.</p>	<p>There has been a significant increase in the number of buses using Main North Road recently, including core routes such as the Blue route and the Orbiter route.</p> <p>The existing single bus stops can only cater for one bus, which means loading and unloading of passengers can only happen for one bus at a time. The double bus stop in the proposed locations outside the Mobil petrol filling station and south of Loftus Street outside 20-24 Main North Road allows for two buses to load and unload at once. This is more efficient, as it reduces the amount of time that the buses are delayed when at the bus stop.</p> <p>The increase in the number of buses operating on Main North Road means more buses have the potential to stop at the same time. If the bus stop remains at the current location and two buses arrive at once, the second bus will queue in the bus lane on the approach to the stop or continue to queue over Loftus Street. The second bus will have a longer stop time, as the bus driver waits until the first bus has cleared the single space bus stop. The existing bus stop space increases the time subsequent buses will spend stopped across driveways and intersections, and the double bus stop is more efficient, as explained above.</p> <p>As requested, the relocation of the bus stops to outside 24-30 Main North Road was assessed. However, it is not proposed to relocate the bus stops to outside the Rose and Thistle Public House. It is not possible for the bus stops to be relocated to outside 24-30 Main North Road for the following reasons:</p> <ul style="list-style-type: none"> • Having buses stop to the north of Loftus Street would restrict sightlines for people turning out of Loftus Street. Therefore, to ensure that it was safe for drivers turning out of Loftus Street the bus stops would have to be positioned further north to ensure there is sufficient lines of people turning right out of the Loftus Street intersection. • There would not be enough room for a double bus stop as proposed by the scheme. This would mean that one stop would be to the north of Loftus Street and the other to the south, outside Age Concern. Splitting stops is not best practice as it causes confusion for passengers and they may also have to cross Loftus Street to reach the correct stop which presents a safety risk. • There could be personal safety concerns around waiting outside a licenced establishment particularly at night.
<p>Need full time full length bus lanes</p>	<p>The proposal incorporates a continuous northbound bus lane for most of the project area.</p> <p>At present we are only proposing to increase the operating hours of the southbound bus lane to cover the afternoon/evening peak times. A decision for permanent full-time bus lanes in the future would need to be based on evidence that the road space would be being used effectively.</p>
<p>Cycling</p>	
<p>Why special provisions for cyclists when you have the MCR? Cyclists shouldn't have priority over other users including Grassmere residents.</p>	<p>Cyclists are not being given priority along Main North Road. This is a public transport corridor and space is being provided to move buses more efficiently.</p>
<p>Safety concerns for cyclists sharing lanes with buses</p> <p>Need education to make sure cyclists know what to do</p> <p>Cyclists will slow down buses.</p>	<p>The likely cycle group who would use Main North Road, are confident commuter cyclists who are familiar with on-road cycle lanes and sharing with buses in bus lanes. The sharing of bus lanes occurs on other sections of Papanui Road and Main North Road.</p> <p>Cyclists are permitted to use bus lanes under the road rules. There is now a major cycleway that runs parallel to Papanui Road and Main North Road, and another cycleway into central city to the west extends along the rail corridor. This may encourage some cyclists to choose to use an alternative route instead of Main North Road.</p> <p>Cycle lanes on Main North Road are currently providing for people travelling on bicycle between the central city and northern suburbs. All collector roads and arterial roads are to have on-road cycle lanes to meet the Council's Infrastructure Design Standard. They are retained to provide a safe route for more confident users, for example as an</p>

<p>Where ever practical cycleways should be fully separated from bus lanes to maximise the safety of cyclists and their effectiveness in maintain reliable and timely services (Red Bus)</p>	<p>alternative to those who use the Papanui Parallel Major Cycleway on Grassmere Street. Additional road markings have been included in the slip lane to highlight the major route. The proposed cycle lanes will be 1.8m wide to meet Council's minimum standards for cycle lane widths.</p> <p>All designs have been through an audit process that looks at all elements of the design for safety aspects. The project team provided justified responses to the safety audit team and it has been signed off in line with Council's safety audit process.</p>
<p>Walking</p>	
<p>Request for pedestrian island on MNR near age concern</p>	<p>A pedestrian island on Main North Road between Harewood and Langdons Roads near Age Concern (24 Main North Road), has previously been considered by Council following a request by the Community Board. Staff did not recommend the installation of a pedestrian refuge on Main North Road between Langdons Road and Harewood Road due to safety concerns about the number of lanes a pedestrian would be required to cross to reach a refuge island, as pedestrians should only be crossing one lane of traffic at a time. A kerb extension could be considered to reduce the crossing distance however this would effectively stop the bus lane and require buses to merge with the traffic. This would significantly reduce the level of service for public transport users in the area. In addition, Vehicles still have priority at a pedestrian refuge island and pedestrians are required to judge safe gaps in traffic to cross. Elderly pedestrians may have diminished eye sight and slower walking speeds which could affect their judgement. With the bus priority scheme, the number of lanes in this area would not change, and would actually increase, meaning the safety issue would still be there.</p> <p>The project team have investigated the crossing point further, to consider whether it can be included within any changes to the design of this section of the project. However, the safety concerns that still remain about the volume of traffic and number of lanes to cross means a mid-block crossing will not be taken forward for inclusion into the scheme. In these locations pedestrians are encouraged to use the signal-controlled crossing at Langdons Road or Horner Street. There is 230 metres between the two sets of signals.</p>
<p>Why reinstall pedestrian crossing signals after recent removal?</p>	<p>One of the objectives of the Christchurch Transport Strategic Plan is to improve safety for pedestrians and reduce conflict with other transport modes. Walking is the easiest and most attractive choice for short trips (less than 2km), especially for getting to and around the commercial centres. Most trips by car or public transport also involve a portion of an overall trip to be completed on foot or with mobility assistance for example to /from the bus stop or from a car park to a shop.</p> <p>The proposed changes to the layout on Langdons Road mean it will be possible to include a separate left turn lane. The lane was removed to give Mary Street a separate phase to get traffic out on to Main North Road. Crossing facilities on each arm of the intersection make it easier to walk in Papanui Centre by creating direct pedestrian routes. At the moment, people cannot cross here as there is no crossing.</p> <p>It is a Council priority to increase the walkability of Key Activity Centres.</p>
<p>Placemaking and Amenity</p>	
<p>Papanui Village was zoned as a Key Activity Centre in the Christchurch District Plan, 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.</p>	<p>As a Key Activity Centre (KAC), Papanui is a major generator of trips with city wide residents travelling to and from retail outlets, high schools, employment locations and leisure facilities. Bus Priority provides another travel opportunity for people visiting the KAC, by improving journeys time reliability and attractiveness. This also provides greater accessibility for those without access to a car, are unable to drive, or actively choose other ways to travel.</p> <p>Main North Road is identified as a core public transport route in the Christchurch Transport Strategic Plan where walking, cycling and public transport is prioritised and encouraged over general traffic. This encourages more vibrant suburban centres and complements Papanui as a Walkable Centre.</p>
<p>Concern that in effect four-laning Main North Road between Harewood and Langdons Roads will be detrimental to any plans or development of the 'Village' feel in Papanui</p>	<p>There are no plans for four-laning this section of the minor arterial road from Harewood Road to Langdons Road.</p>

	<p>At certain times of the day there will be two general traffic lanes and two public transport lanes. However, there will be parking and a cycle lane on the south side outside these hours. Most of the kerbs remain unchanged, with some minor changes proposed at Harewood Road and Winston Avenue. The objective of the scheme is to improve bus journey times and reliability, and Main North Road is not expected to operate the same way as a major arterial function such as Fendalton Road.</p>
Other general traffic issues raised by submitters	
Why can't you turn left from Main North Road into Sawyers Arms Road?	<p>Vehicles can still turn left from the kerbside lane on Main North Road into Sawyers Arms Road. It is shown as an unmarked lane with a sign to allow buses and cycles to proceed ahead from that lane along with left turning vehicles. This is a similar operation to the southbound kerbside lane on Papanui Road at Innes Road.</p>
Why change the turning movements at number 12 Main North Road (access to car park)?	<p>The addition of the island to re-enforce the turn bans at Winston Avenue would restrict the access to number 12 to left-in/left-out.</p> <p>To understand the number of movements generated at the driveway of number 12 Main North Road, a traffic count was undertaken on Wednesday 6 December 2017 from 11am to 2pm and from 4pm to 6pm to record traffic turning into and out of the driveway. Most of the right turn out movements happen outside of peak times. There were no right turning vehicles exiting the site between 4-6pm (three vehicles turned into the site in 1 hour), and this was likely to be owing to the constant queue of traffic in the northbound lane during the survey. There were two periods in the off-peak hours where a maximum of two vehicles turned right into the car park.</p> <p>Using the survey information, the project team has investigated whether any additional turning movements can be accommodated at the driveway, and they have concluded that the right turn into the driveway of number 12-18 Main North Road can be incorporated into the proposal. However, right turns out would still be prohibited and drivers would either turn left out or use Loftus Street or Mary Street to turn right which is the same as the current situation.</p>
<p>Why remove the slip lane from Northlands Mall?</p> <p>Dealing with traffic exiting Northlands shopping Centre</p> <p>Request for sign reminding Northlands traffic to give way</p>	<p>The removal of the slip lane to control exiting traffic will improve safety and efficiency for all road users particularly buses and cycles travelling northbound in the new bus lane, without significantly disrupting the exiting traffic.</p> <p>Currently cyclists are forced to go into the live traffic lane if a vehicle exits on to Main North Road and the vehicle blocks the cycle lane.</p> <p>The proposed change also reduces the near miss crashes at this location as drivers exiting turn during very small gaps in traffic on Main North Road. If queueing traffic then prevents them from fully clearing the exit there will be further safety concerns if a bus is trying to move north in the bus lane.</p> <p>The traffic signal timings along the main corridor have been reduced, which then reduces the delays and queues for the Northlands Mall exit as there are more opportunities for exiting within the hour, particularly as they can exit under two phases of the signal operation.</p> <p>Removing the slip lane creates further space that could be used for landscaping and planting features.</p> <p>Following discussions with the Traffic Operations team, we propose to install a sign at this location only, in response to this consultation request for a sign to remind right turning drivers to give-way.</p>
Why so many traffic lights – will slow the traffic and increase congestion?	<p>The different sets of traffic signals are needed to provide safe crossing opportunities for people on foot and on bicycle, and to control movements at intersections for traffic operation and safety of those driving.</p> <p>The traffic lights are constantly monitored by the Christchurch Transport Operations Centre and amended when needed.</p>

<p>Concern that changes Main North Road traffic including five sets of lights will mean drivers will cause significant delays and that drivers will choose to divert along Sissons Drive and increase risk for Papanui High School students who cross at the un-signalised crossing on that street.</p>	<p>The traffic signal timings along the Main North Road corridor have been recently altered to improve efficiency along the corridor by the Christchurch Transport Operations Team (CTOC). This has helped keep traffic moving on the main road, allowing more traffic out of side roads and getting people safely across the road. Previously, after the signal changed to green all the vehicles that were queued in the approach lane departed but then there would be less traffic arriving in a group with traffic arriving in single file randomly. The change now means that traffic is held on a red and released together then there is more time for other traffic on the road. There is also an added benefit for pedestrians (and cyclists) crossing the road, as the reduced signal cycle times provide more crossing opportunities, resulting in lower wait times.</p>
<p>Proposed traffic island to enforce the existing banned right turn into Winston Avenue.</p>	<p>The reason we are proposing to put a traffic island here is to re-enforce the existing banned right turn from Main North Road into and the right turn out of Winston Avenue. Currently, when cars queue to turn right into Winston Avenue on Main North Road (even though it is a banned movement), they block the southbound traffic lane and drivers attempt unsafe manoeuvres to go around the queueing traffic. The queueing traffic also increases delay for southbound traffic including buses.</p>
<p>Concern about the design of the Langdon's Road intersection changes.</p>	<p>A concern was raised by a submitter regarding the width of the left turn lane from Langdons Road into Main North Road. The lane widths are within the acceptable range for lanes approaching an intersection. The left turn lane is the widest approach lane, allowing space for the bus to turn. Vehicle tracking software has shown vehicles turning left that use the general traffic lane instead of the bus lane can complete this movement. The kerb on Main North Road is to be relocated to allow extra room for the bus lane, and for large vehicles turning left.</p> <p>Left turn movements from Langdons Road into Main North Road are to be controlled by traffic signals, to reduce conflict between pedestrians crossing the road and turning traffic. The additional pedestrian crossings will make Papanui easier to walk around.</p>
<p>Concern around exiting Winston Ave onto Main North Road</p>	<p>Drivers leaving Winston Avenue and turning left are on a give-way and need to check their path is clear before exiting.</p>
<p>Why not reduce the speeds on Main North Road?</p>	<p>We are not proposing to reduce the speed limit through Central Papanui at this stage and the setting of speed limits is subject to a separate consultation and approvals process. This could be reviewed in the future with an area-wide speed management approach including the local streets.</p>
<p>Why not reduce the speeds on local roads for safety?</p>	<p>Council will consider requests for slower speed areas and will send through the information to the relevant team.</p>
<p>Suggestions</p>	
<p>How about four lanes? Could be two cars and two buses?</p>	<p>We are not proposing to provide four lanes for general traffic. At certain times of the day there will be two general traffic lanes and two public transport lanes.</p> <p>Well-designed bus priority schemes can benefit all road users and focus on providing priority where it delivers the greatest benefits. This means smoother journeys for bus passengers, car drivers, vans and freight, particularly the busiest times of the day.</p>
<p>Request for No right turns out of Loftus Street</p>	<p>Turning right from Loftus appears to be very difficult given the high traffic flows on MNR, especially during the evening peak where northbound traffic queues are almost continuous. It is also noted that there is only a single approach lane on Loftus Street. If a vehicle attempts to turn right from Loftus Street when there is a large queue on Main North Road, a left turning vehicle cannot proceed to the stop line until the right turn vehicle has departed, resulting in significant delay. During a site visit, no vehicles were observed turning right out of Loftus Street, and 30 vehicles turned left over a 30-minute period. It is possible that some of these originally intended to turn right, but eventually turned left after realising that very limited opportunities exist. We are therefore not proposing to ban this movement at present.</p>

Changes to access points at Post Office and Mobil	<p>We confirm that the Mobil petrol filling station operates on a one-way loop with drivers directed into the site at the southern entrance.</p> <p>The project team has reviewed the access arrangement at the Post Office. Given the width and design of the access, and internal parking, a one-way entry could operate more safely and efficiently with vehicles leaving via Langdons Road.</p> <p>Access arrangement at the Post Office is on a private development so cannot be included as part of this project.</p>
Provide 3.5 metre wide lanes for large trucks on Main North Road	Owing to the available road space and its required use, it is not possible to achieve 3.5 metres wide traffic lanes and provide the bus lanes. Traffic lanes on other sections of Papanui Road and Main North Road range from 3-3.3 metres in width.
Bus lanes need to be enforced	The Council is working towards further enforcement of bus lanes.
The bus should have an indicator to take priority for merging into traffic	<p>At present, traffic is not required to give-way to the bus, but all buses have a sign on the rear requesting that drivers allow them to move back into traffic.</p> <p>Having continuous bus lanes will mean that buses do not need to merge and diverge along the route.</p>
Why not make all bus lanes T2 and couriers?	It is not proposed to replace the bus lanes with T2 lanes given the high frequency of core services running along Main North Road. T2 lanes require a much higher level of enforcement (usually CCTV) and they usually are most effective on long stretches of road with low numbers of intersections and driveways.
Put the bus exchange in Northlands car park or in another place away from the main road.	<p>We are not proposing to relocate the bus stops into the Northlands Car Park.</p> <p>This is a privately-owned site, and detouring buses away from the Main Road to any other location will add time to public transport journeys.</p>
Find other solutions, eg rail	The Greater Christchurch Public Transport Joint Committee is reviewing options for improved passenger transport, including rail.
Allow for cyclists on Main North Road who are approaching the Grassmere Street intersection from North or South to join with the Papanui Parallel MCR.	<p>A submitter suggested lowered sections of kerb would give 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 would allow cyclists to either cross MNR using the shared crossing, or continue on the MCR without crossing the road.</p> <p>The cut-downs were installed on the west side of Main North Road as part of the cycleway project, and we will be including a cut-down on the east side of Main North Road as part of this project.</p>
Parking signage and changes in use	<p>The design of parking way finding signs will be done at the detailed design stage of the project, using standard signage methods and regulatory signage.</p> <p>There is parking available at the rear of most of the businesses fronting Main North Road. Any changes to parking availability will require a period of adjustment by users. This will also allow time for drivers to become familiar with the new layout and the need to park and walk from the back of the building around to the front door, rather than stopping directly outside the business.</p>
Why not NZ natives?	The trees planted in the footpath adjacent the bus lane need to be able to get to a significant size to have an impact in a very difficult growing environment. They also need to be able to be limbed up and not grow out into the bus lane and be an obstruction, and the proposed fagus beech will provide that. The wider and denser planting beds will be planted with natives where they tend to do better.
Suggest more trees and other plantings eg as a buffer between pedestrians and traffic	Underground service requirements and significant traffic demands mean there is limited space for landscaping in this scheme but we are making improvements where we can.

Process and timing	
Why wasn't this done at the same time as the cycleway?	The Main North Road Bus Priority project was in the early scheme development phase when the construction of the intersection with the Papanui Parallel Major Cycleway was underway. Co-ordination of projects and their delivery is a priority where possible, however programming or funding does not always allow this. That said, the design for the Major Cycle Route did not preclude the development of viable future options available for the Bus Priority project.
How is the process determined?	<p>The preferred option was put forward through a standard consultation process (including detailed plans and written descriptions of key features). This was the result of extensive research and planning by the project team including relevant audits and reviews. There were opportunities to meet the project team to ask questions during consultation and staff were able to be contacted to provide more detailed information about how the proposal was generated.</p> <p>There was a delay in getting the hard copy leaflet printed, which was then personally delivered by project team members to directly affected businesses, allowing time for initial discussion with business owners. Members of the project team were available for discussion at public drop in sessions and to answer questions about the proposal throughout the consultation period.</p>
Related concerns	
If this is about improving buses services why doesn't a bus go along Grants or Grassmere to service locals and Ngaio Marsh Village?	Route 118 was removed in 2014 because very few people used the service. The route previously entered and exited Grassmere Street from Main North Road. It would not be possible to install bus stops in Grassmere Street as these would conflict with the new cycleway, and large buses may not be able to turn left from Grassmere Street into Main North Road due to changes in geometry at the intersection with Main North Road following the implementation of the cycleway and the bus priority project. Therefore, the route is not possible and the very low boarding figures mean ECan could not justify the additional costs to reinstate.
Ongoing concerns around parking provision on Grassmere Street and safety	Parking along Grassmere Street can be monitored and reviewed if it is a safety concern. Parking will also need to be reviewed when the new access points for the subdivision are formed on the northern side of the road. A request has been passed to the Council's Traffic Operations team to monitor parking and safety along Grassmere Street.
Parking at Northlands Mall and changes to parking as part of the Mall Re-development	Parking changes at Northlands Mall as part of any re-development or new development would have been assessed through the Resource Consent process as this is private land. This is separate to this project.