

Submission number 20448

## Moorhouse Avenue Proposed Permanent Bus Lane

Hornby Cars

T/A Value Cars Warehouse

32 Moorhouse Avenue

Martin Harcourt / Peter Cullen

Value Cars Warehouse

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32 Moorhouse Ave

Addington

Christchurch

8011

03 3667768

0274 339 442 Martin

021 343 157 Peter

As a land owner and Tennant of 32 Moorhouse Avenue we do not support the proposed permanent bus lane that proposes to run from Selwyn Street to Lincoln Road.

Firstly parking around this area is already near full capacity and even putting more pressure on limited parking is the Christchurch City council granting recourse consent for 39 Apartments on Hagley Moorhouse Corner with absolutely no car parking.

The parking along Moorhouse Avenue a good percentage of it is taking by people using Hagley Park as well as visitors to Christchurch hospital

**During Netball season this parking is an absolute necessity as parents use the parking to take children to sport as well as other park users throughout the year Joggers etc.**

In daylight saving months after 6pm Hagley Park Users Park along Moorhouse Avenue see attached pictures to access the park

For such a widely used park it has totally inadequate parking.

As for our company the parking is an absolute necessity for our customers we pay the Christchurch City Council for this site over \$60 000 annually in rates.

Since we have been notified of this proposal we have been monitoring the Moorhouse traffic in the proposed destination.

The only time the left lane becomes slow to standstill is between **5.25pm till 5.45pm** and it does not grid lock every day in putting a stop watch on the bus the longest the bus took was 1minute 46 seconds. Other than the time mentioned traffic flows with no blockages

See pictures attached of random day

In observation the reason why the left lane blocks the Lincoln Rd Moorhouse intersection traffic lights don't let the left turning Lincoln Rd traffic go.

When The Moorhouse Ave west bound traffic is green the left turning arrow stays red for a considerable time.

There is also no reason why the left lane Lincoln Rd bound traffic has a red light when traffic is turning right into Moorhouse from Lincoln Rd if the green arrow was on it would keep

that left hand traffic moving and it wouldn't affect pedestrians as they can't cross because of the right turning traffic.

The bus stop between Selwyn and Lincoln Rd on Moorhouse Ave is seldom used between 4pm and 6pm

For approximately Twenty minutes each day when a bus lane could be considered a good idea for the other Twenty three and a half hours a permanent bus lane is a massive over kill not to mention a huge disruption to our business and others that require short term parking.

In my opinion a better route for the bus where it would save time and would cut out congested traffic on Lincoln road where traffic is at a standstill between Moorhouse Ave and Harman Street would be to head down Selwyn Street and turn right into Harman Street Turning left onto Lincoln Rd at the Burger king corner getting ahead of all that congested traffic.

See attached maps

Also a bus stop could be placed on Harman Street opposite the three large office blocks.

The changes the Christchurch city council have made to two intersections very close to us all they have achieved is traffic congestion heading north along Selwyn Street at the Moorhouse intersection is a good example.

Heading north that intersection was once three lanes it had Right turn ,Straight ahead and left turn in the councils wisdom they changed it to two lanes Right turn lane but they combined the straight ahead and left turn lanes.

Now on a green light the left turn lane has a red arrow for pedestrians therefore blocking straight ahead traffic and traffic gets blocked and can quite often take two or three light changes to make it through the intersection also stopped is U turns at this intersection for East bound Moorhouse Ave traffic wanting to head back west on Moorhouse.

Also at the Lincoln Road / Moorhouse Ave intersection Hagley Ave is no longer accessible from Lincoln Road as well as well as no longer been able to exit Grove Road.

Also at the Antigua/ Hazeldean Road intersection you can no longer continue down Hazeldean Road and no longer turn right on to Moorhouse Avenue from Antiqua Street

Not to mention trying to drive a vehicle along Grove Road as no longer is the road wide enough to get two vehicles past.

It's about time the Christchurch City council tried to help business or at least work beside them instead of totally destroying them.

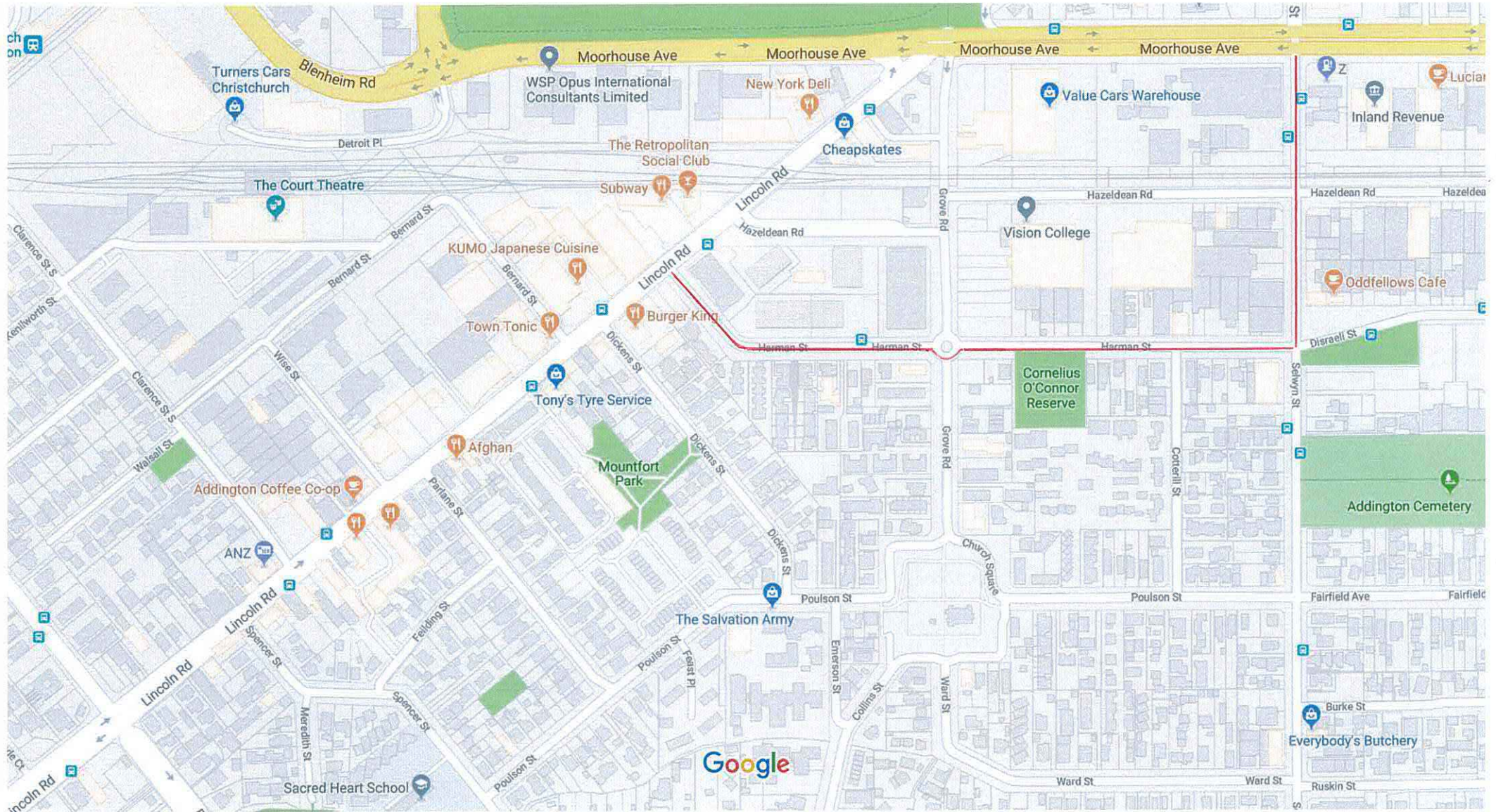
As already stated a permanent bus lane in this part of Moorhouse is utterly and completely ridiculous as the left lane blocks only for approximately 20 minutes per day and certainly does not block every day.

A handwritten signature in blue ink, appearing to read 'Martin Harcourt', with a stylized flourish at the end.

Martin Harcourt

# ALTERNATIVE BUS ROUTE - A

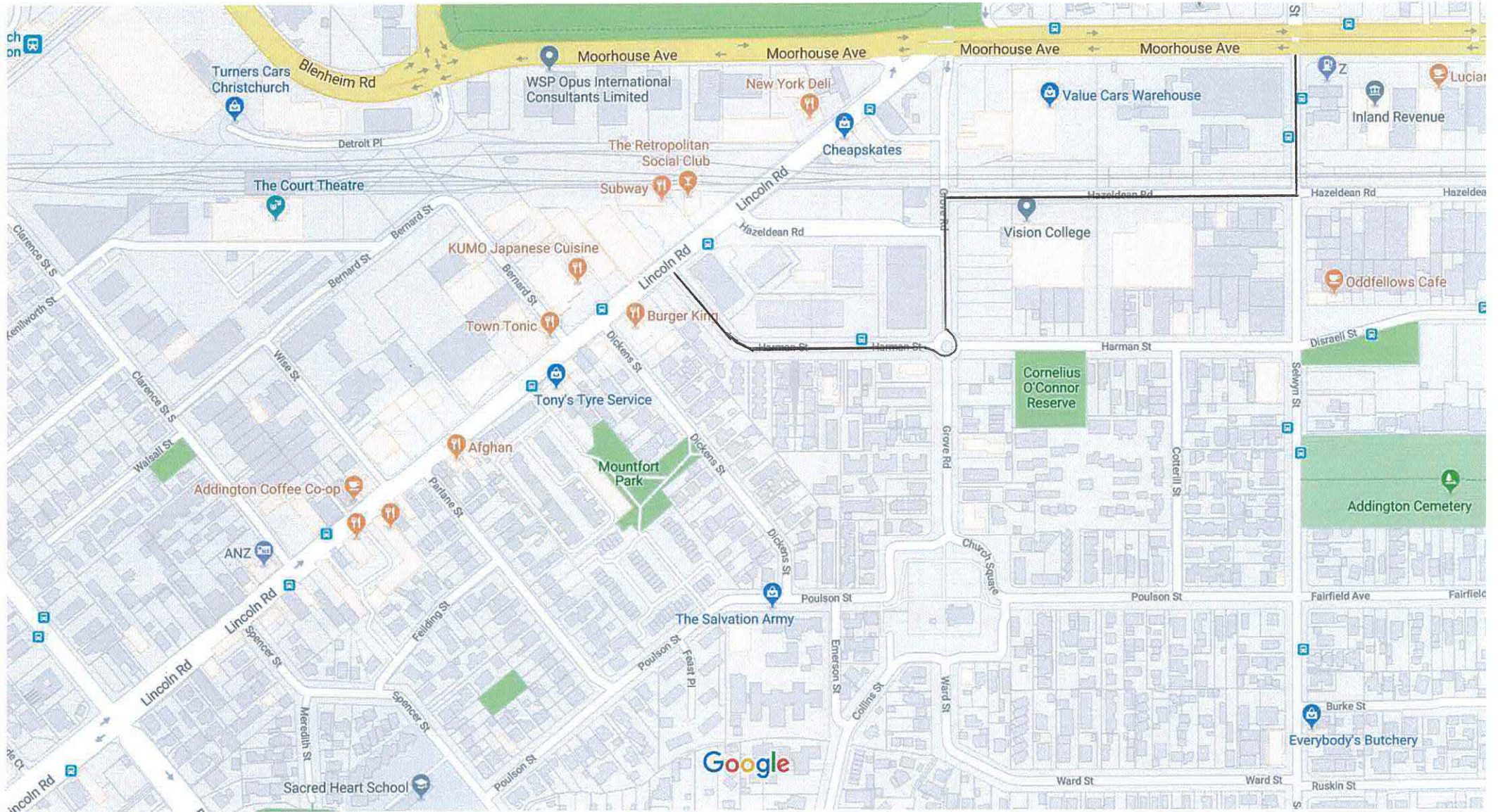
Google Maps CUTTING OUT MOORHOUSE AVE AND PART OF LINCOLN ROAD



Map data ©2018 Google, MapData Sciences Pty Ltd, PSMA 100 m

# ALTERNATIVE BUS ROUTE - B

Google Maps CUTTING OUT MOORHOUSE AVE AND PART OF LINCOLN ROAD

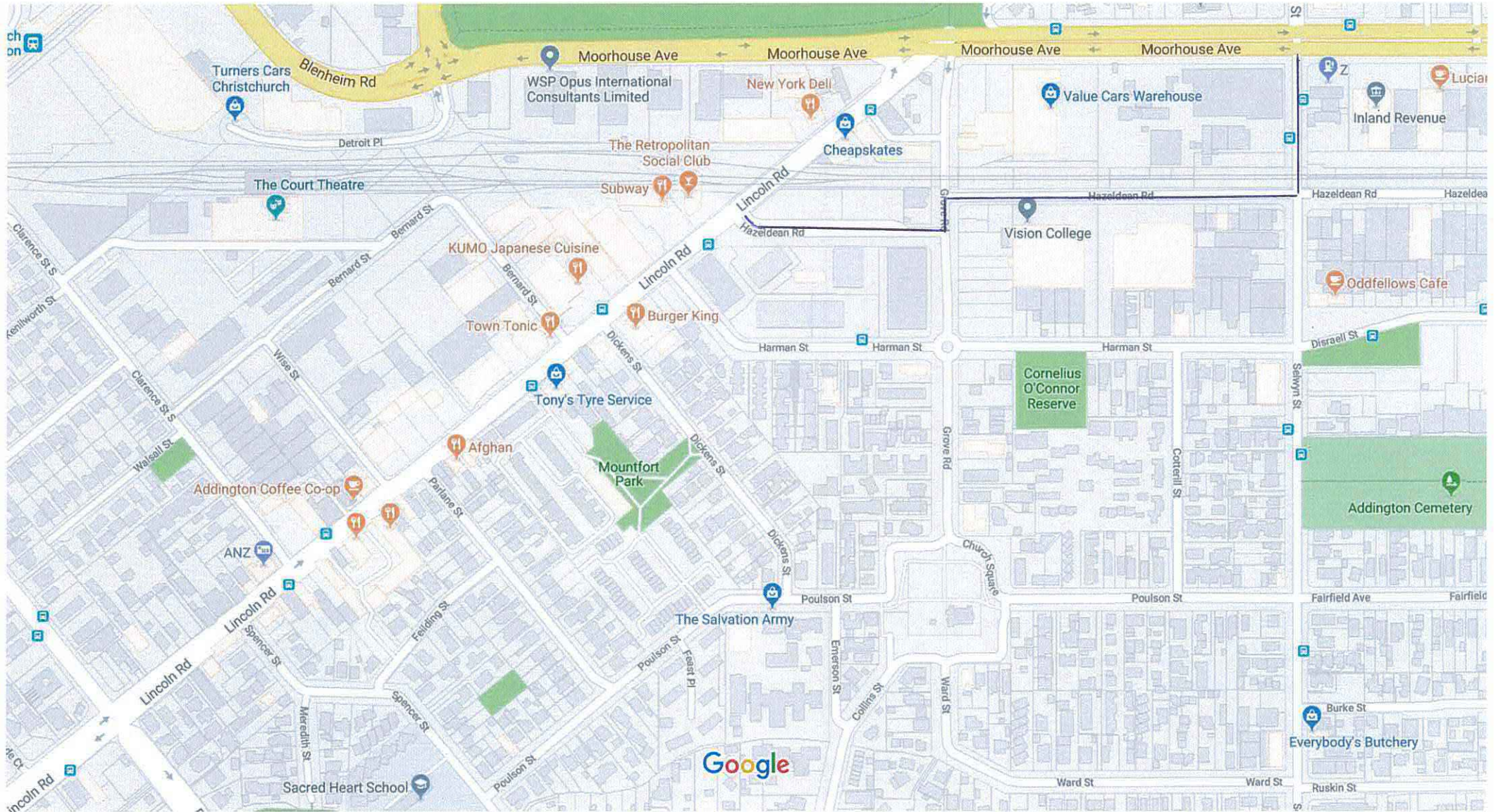


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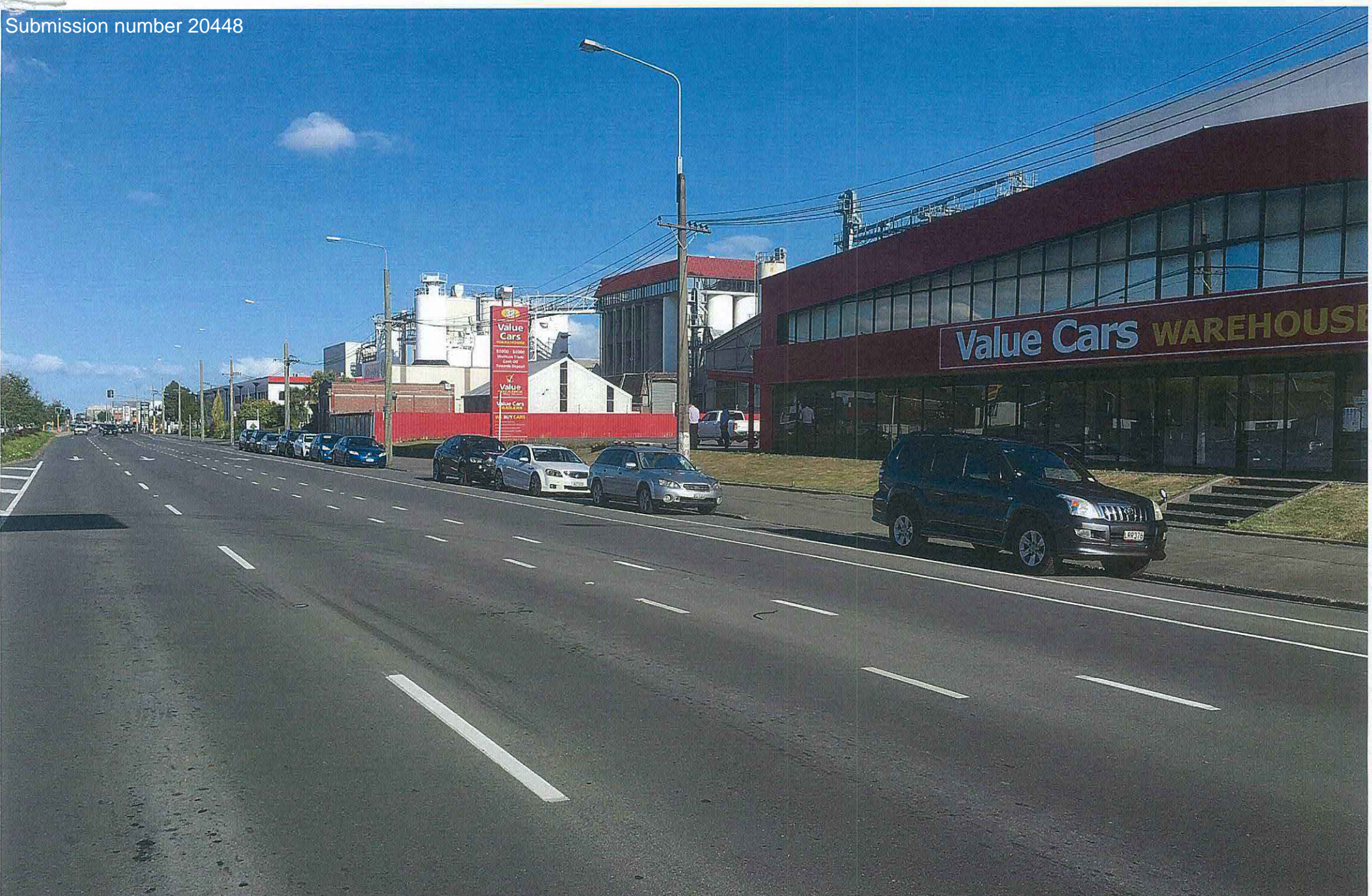
# ALTERNATIVE BUS ROUTE-C



## CUTTING OUT MOORHOUSE AVE AND PART OF LINCOLN ROAD

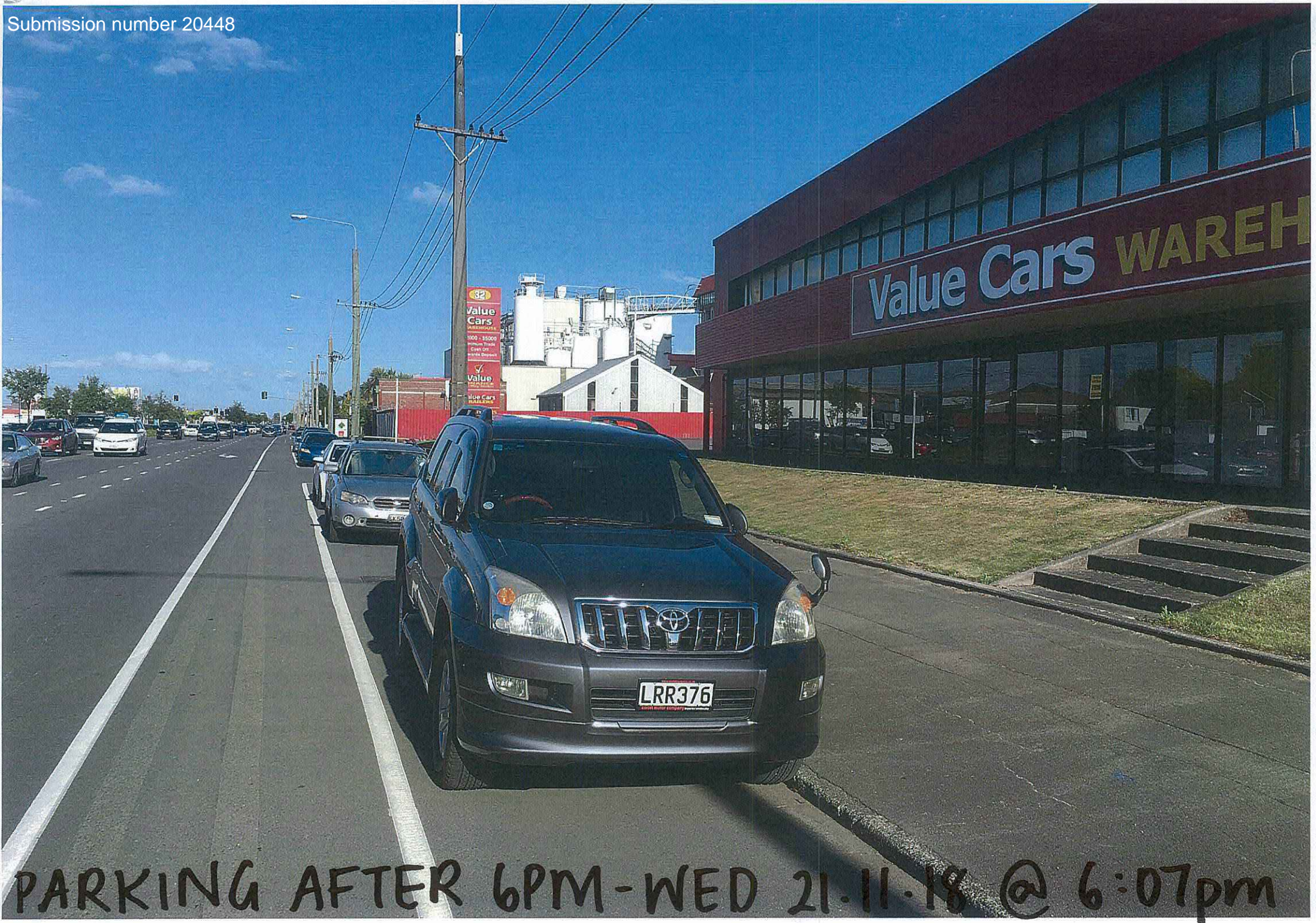


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PARKING AFTER 6PM - WED 21.11.18 @ 6:10pm



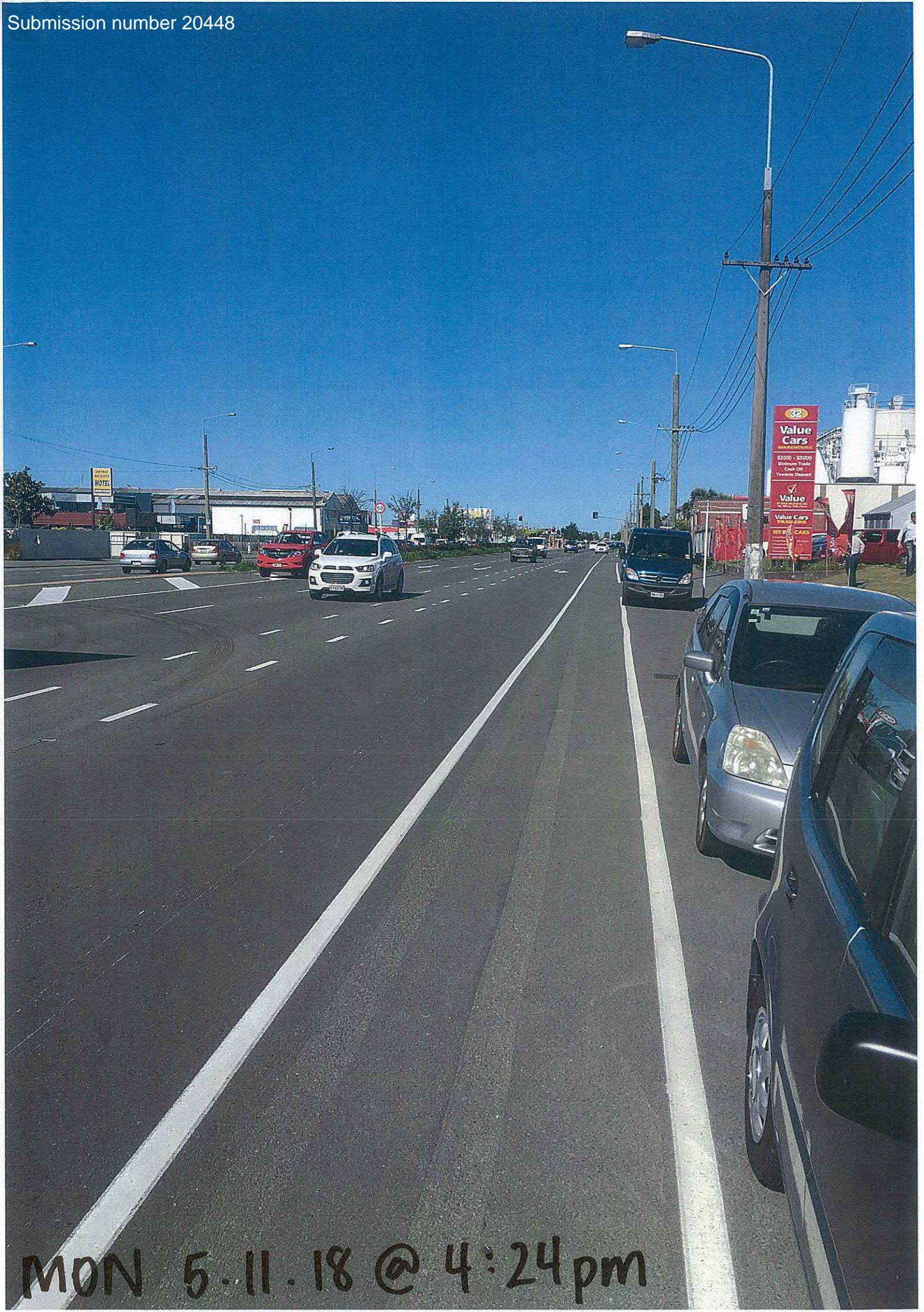


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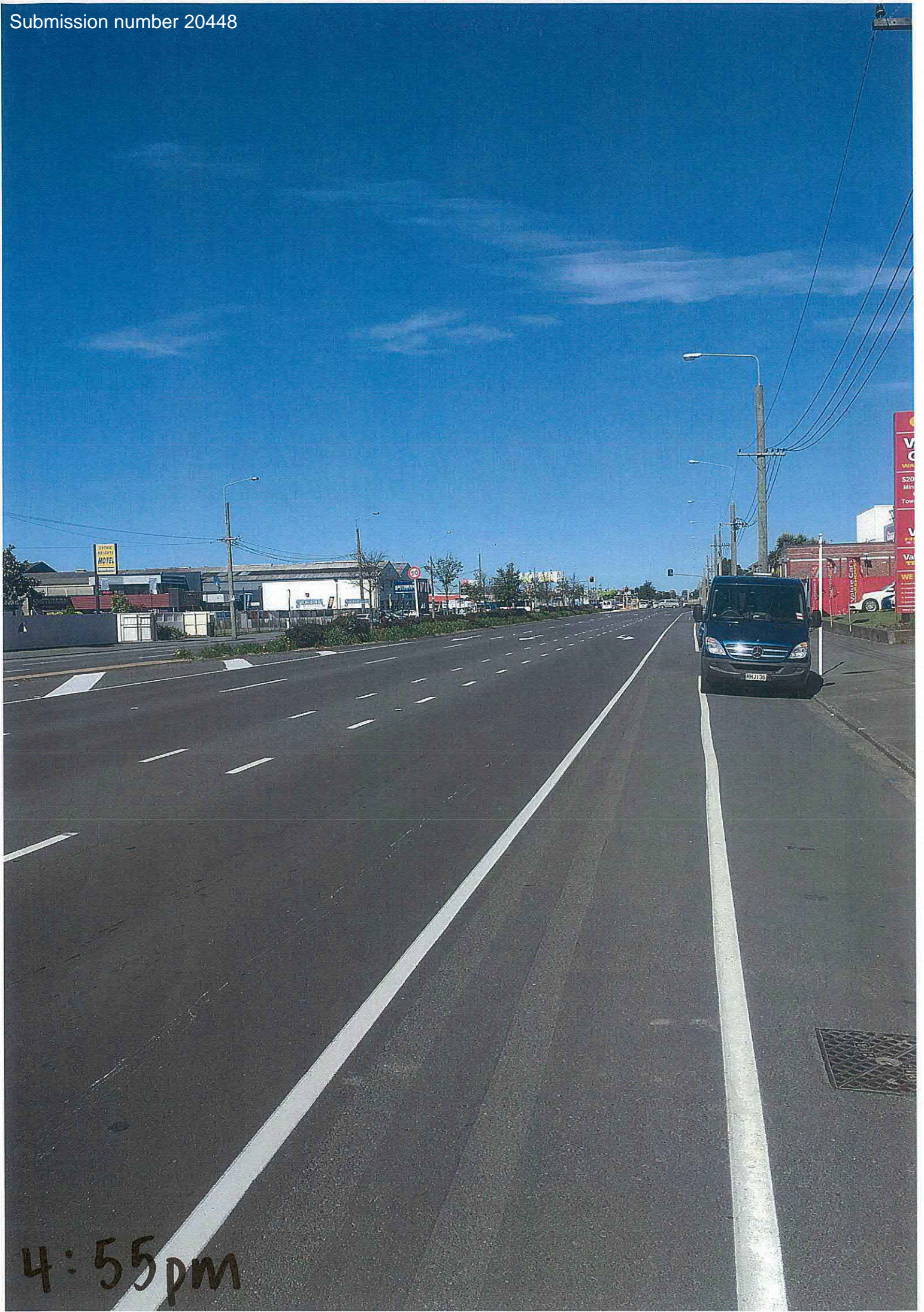


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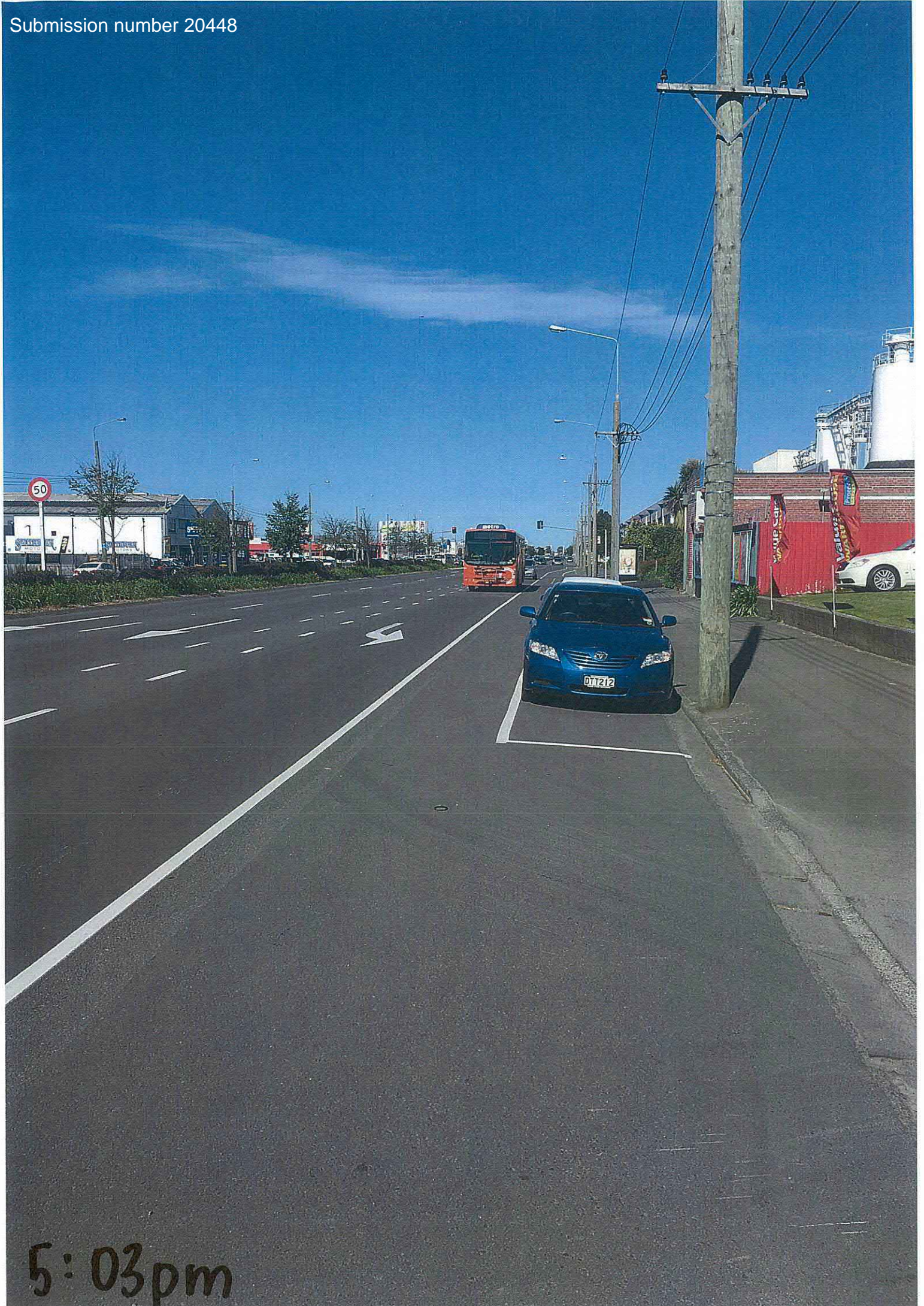
PARKING AFTER 6PM - WED 21.11.18 @ 6:07pm



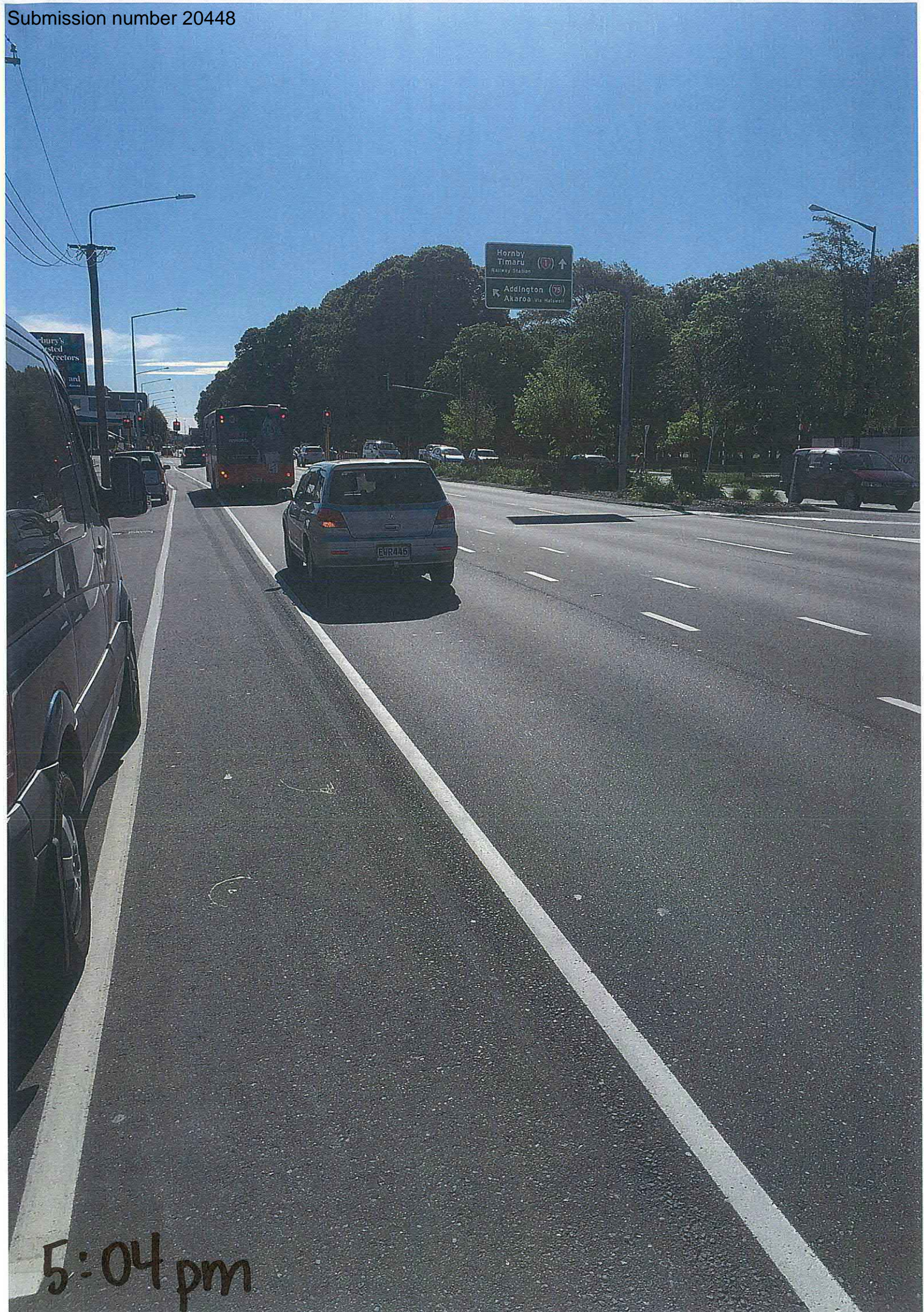
MON 5.11.18 @ 4:24pm



4:55 pm



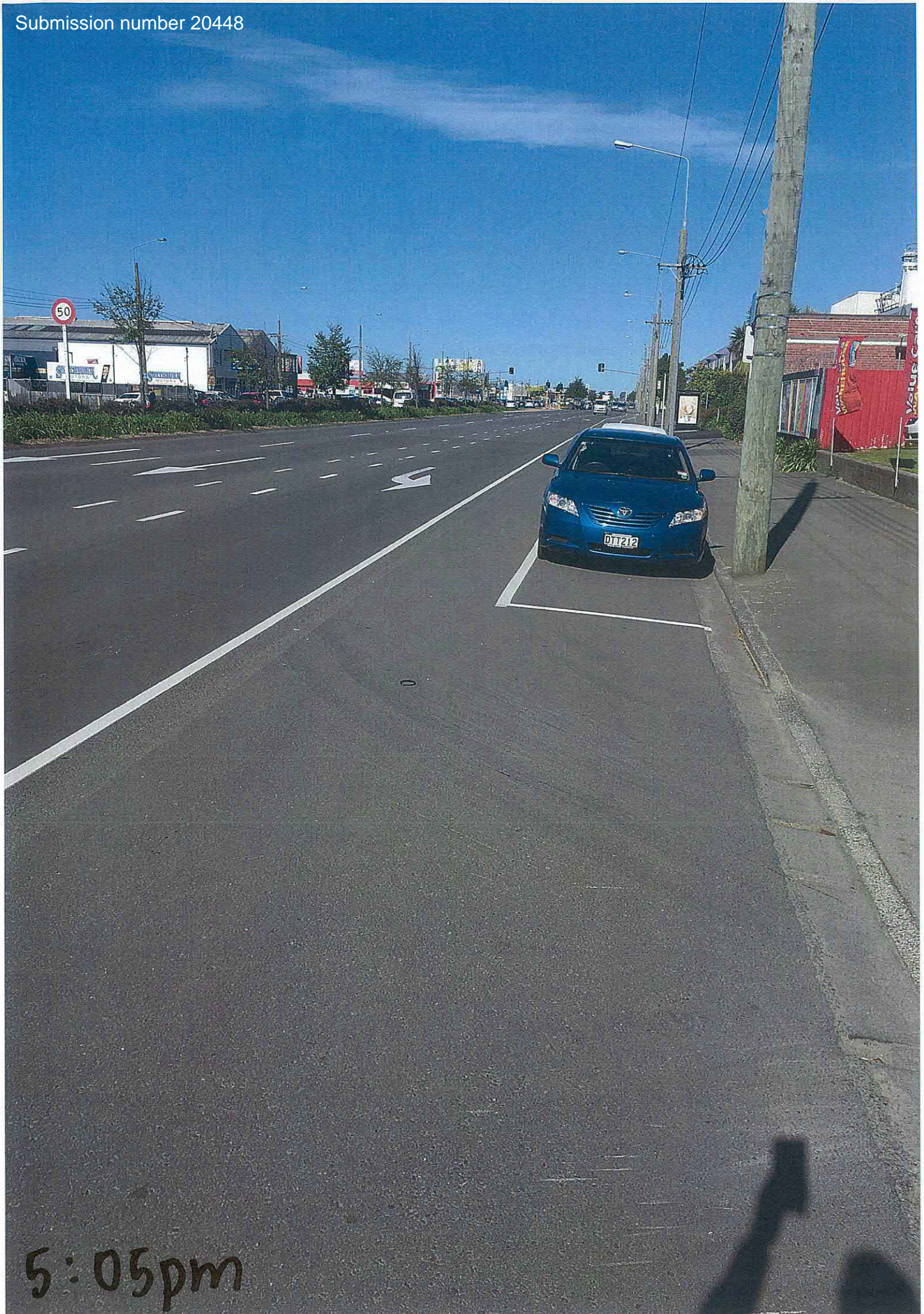
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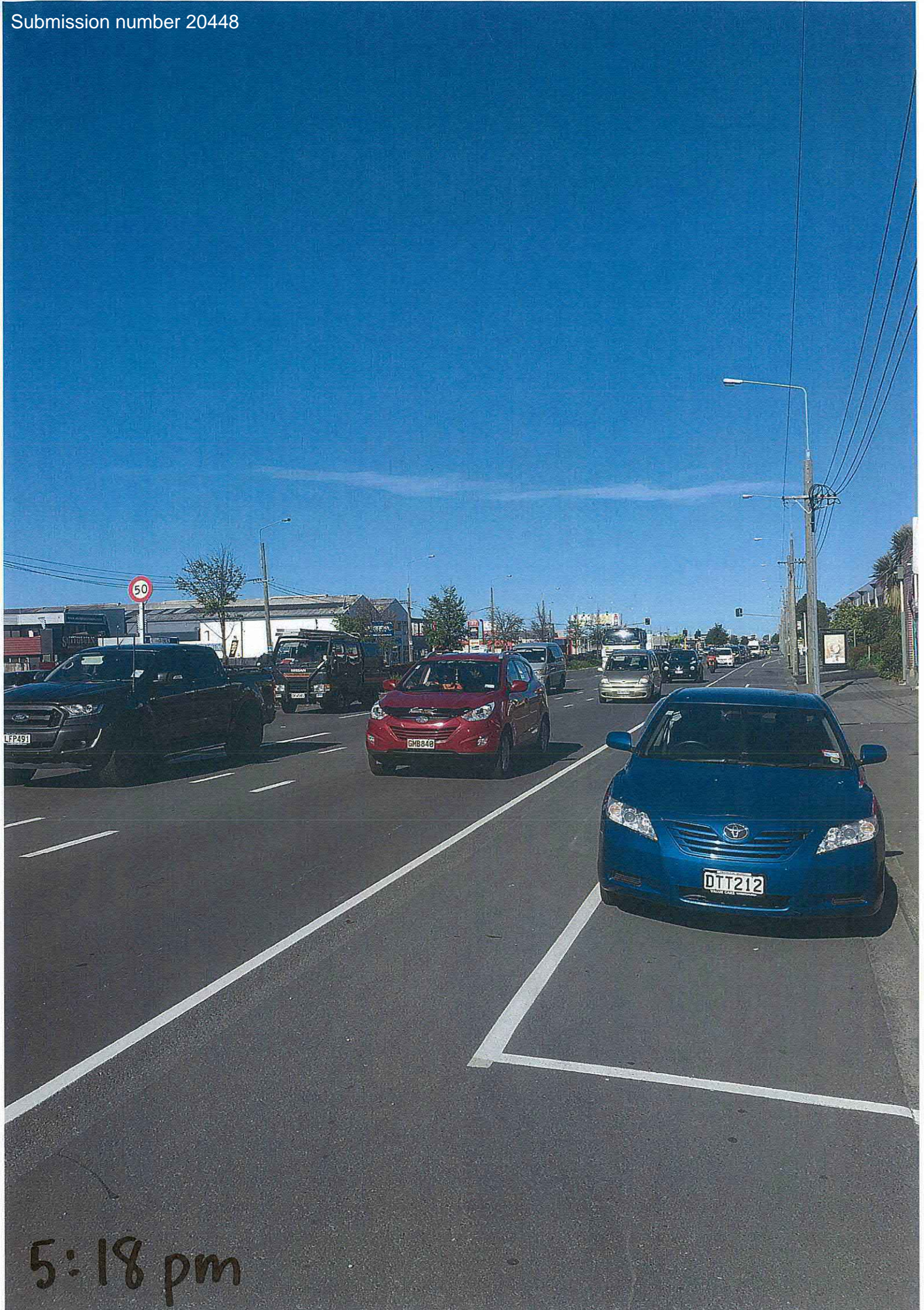
Hornby  
Timaru (T) ↑  
Railway Station  
Addington (75) ←  
Akaroa via Halswell

EVR445

5:04 pm

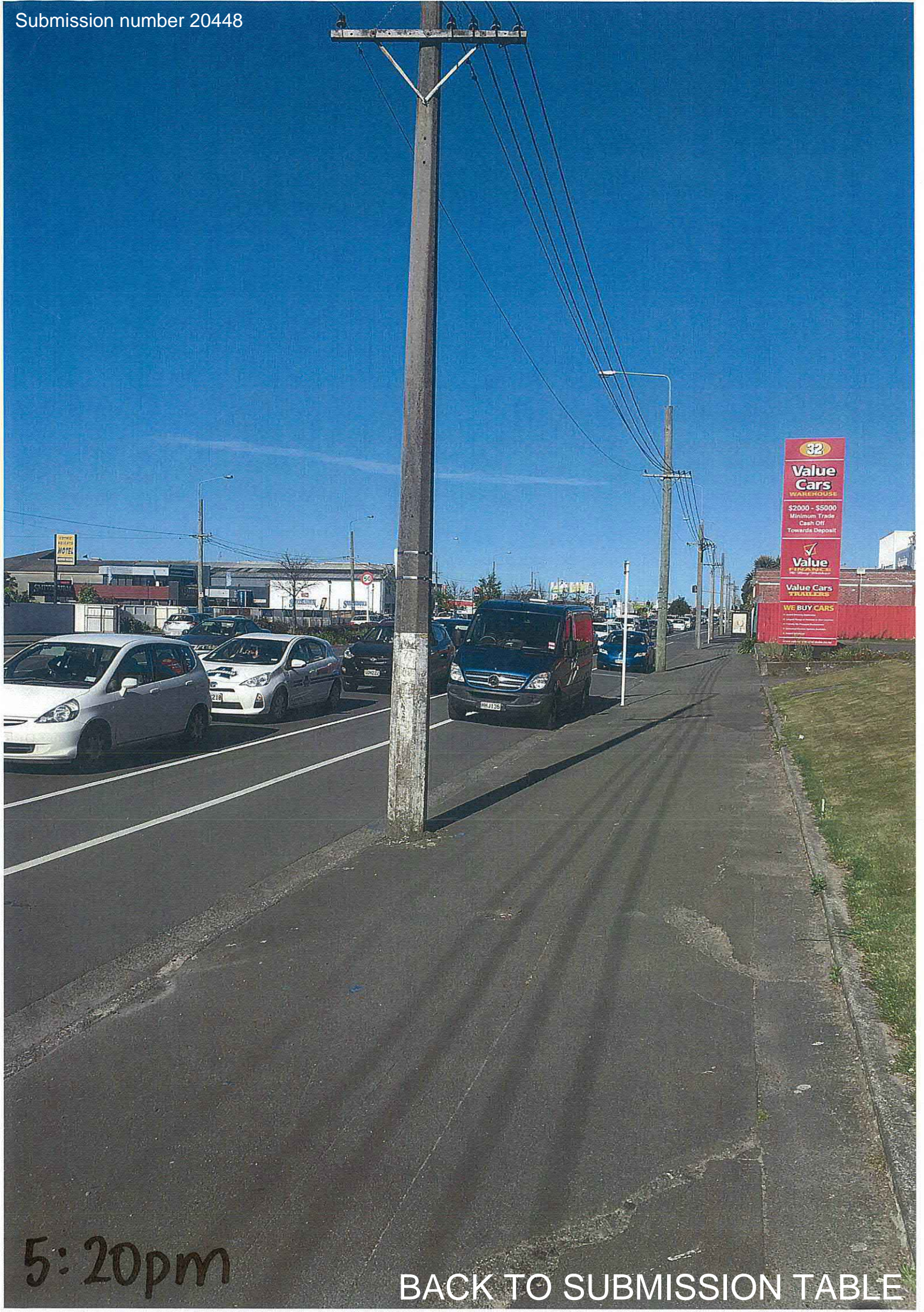


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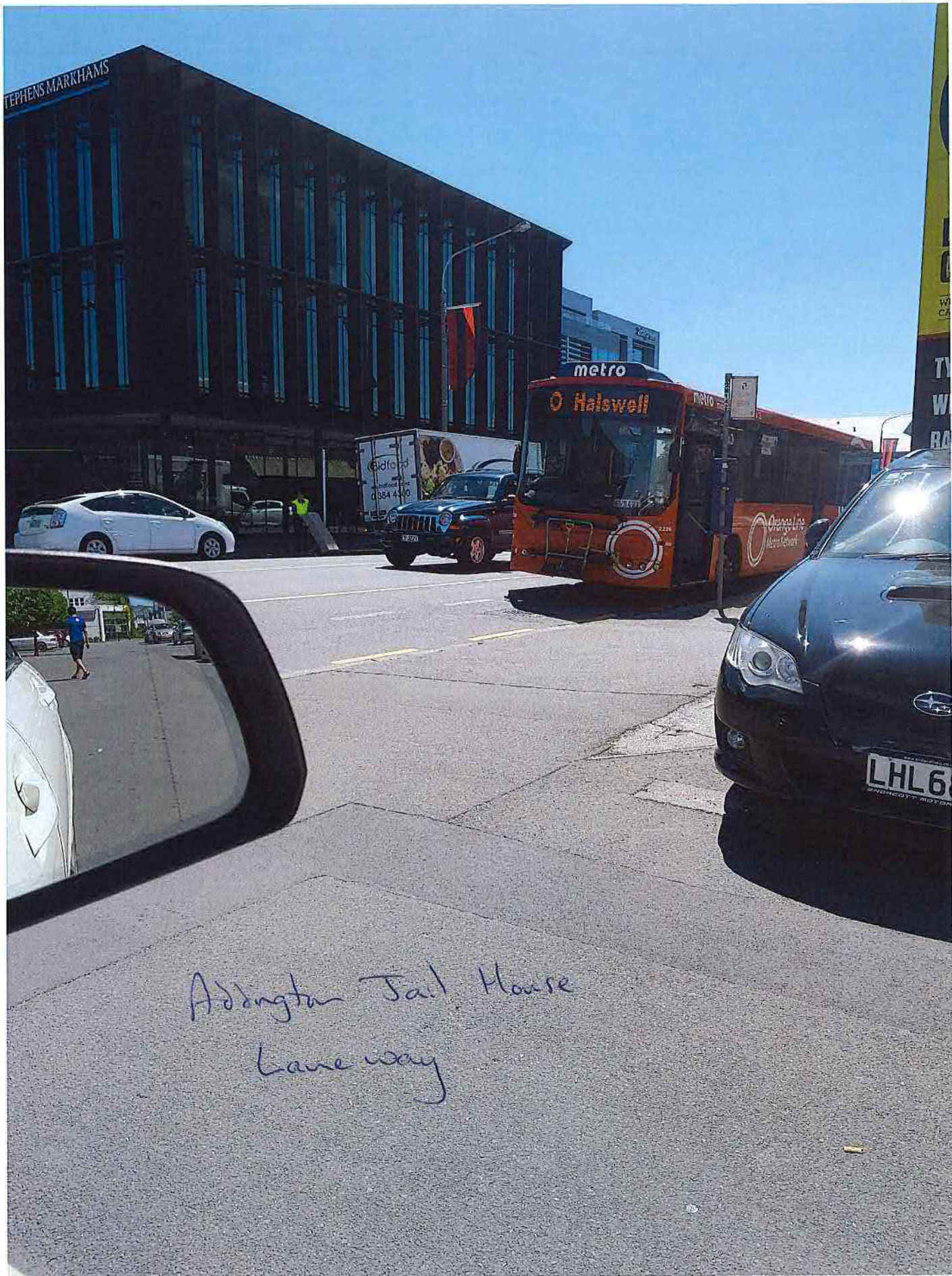
5:18 pm





5:20pm

BACK TO SUBMISSION TABLE



10/23/2018

20181020\_122210(0).jpg

Submission number 20434

## Move The Bus

We are in discussions with the Christchurch City Council to move the bus stop from outside Tony's Tyre Service to outside 334 Lincoln Road (MDS Law) and re-locating the 10 minute carparks to outside the Tony's Tyre Service and Citywide Florist. By moving these carparks both the Post Office and Takeaway stores will be more accessible to the public.

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## HAVE YOUR SAY

# Lincoln Road and Moorhouse Avenue bus priority improvements

Closes Tuesday 4 December 2018

What do you think of the peak hour bus lanes?  Support  Do not support

Comments *This will affect people stopping on their way home to purchase goods from retailers.*

What do you think of the signalised pedestrian crossing?  Support  Do not support

Comments *Should be the other side of the "Sail House Lane" but very dangerous (no visibility) for vehicles leaving the laneway.*

What do you think of the parking changes?  Support  Do not support

Comments *It will take motorists a while to understand the system.*

What do you think of the turning restrictions?  Support  Do not support

Comments *Acceptable.*

What do you think of the speed reduction?  Support  Do not support

Comments *Stupid.*

Which location do you prefer for the sculpture?  Option 1  Option 2  Option 3

Comments

Any other comments

Please fold with the reply paid portion on the outside, seal and return by 5pm, Tuesday 4 December 2018.





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KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Bus Lane
	Grass
	Landscape Planting
	Patterned Surface
	Tactile Paver
	Seat
	Existing Tree
	Proposed Trees:
	Fagus Sylvatica "Dawyck Gold"
	Fashgate Beech
	Podocarpus totara - Totara



[BACK TO SUBMISSION TABLE](#)



*Halswell*  
**RESIDENTS ASSOCIATION** (inc)

The Chairman:  
448 Wigram Road,  
CHRISTCHURCH, 8025

**Submission:** Lincoln Road & Moorhouse Avenue bus priority improvements  
(Christchurch City Council)

**Date:** 15 November 2018

**Wish to be heard:** YES

**Standing:** Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our mailing list before the final version is minuted at the next monthly meeting.

The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at [secretary.HRA@gmail.com](mailto:secretary.HRA@gmail.com)

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**Key points:**

- We support the proposal, but this support is completely contingent on the Curletts Road – Wrights Road section being “Public Transport Priority”, and not “four-laning”.
- If the Curletts Road – Wrights Road section is “four-laning”, we oppose the proposal.

Five parts to our Submission:

- The background to our interest
- The Addington section of the proposal
- The Wrights Road – Curletts Road section of the proposal
- Where next: a Plan for Whiteleigh Avenue – Blenheim Road – Moorhouse Avenue – Lincoln Road
- Where next: a public transport hub for Halswell

## **1. The background to our interest**

- a. At the City Council Annual Plan hearing in 2017, we were advocating for the widening of Lincoln Road between Wrights and Curletts roads. We were taken aback when Cr Tim Scandrett told us that he was having nothing to do with “four-laning Addington village” because he had “seen what four-laning of Brougham Street had done to Waltham”.
- b. In the ensuing discussion, we proposed reaching out to our Addington network to discuss the issue. He encouraged us to do this, and “to bring a proposal back to us”.
- c. We have had several meetings with various people and organisations active in Addington, and as a result we have emphasised our support for “public transport priority” widening of Lincoln and Halswell roads in our advocacy, and our empathy with the wishes of the Addington community.
- d. One example of that came earlier this year, at the LTCCP hearings. In answer to a question from Cr Phil Clearwater, we reiterated that we were supporting public transport priority “all the way to Halswell”.
- e. Our submission is a further extension of this commitment, to both City Council and to the Addington community.

## **2. The Wrights – Curletts section of the proposal**

- a. As the consultation document outlines, the density of traffic along Halswell and Lincoln roads causes the bus to run unacceptably behind the timetable.
- b. Our evidence, collected last year, shows that 79% of cars arriving at Whiteleigh Avenue along Lincoln Road are single occupancy.
- c. The intention of various city, regional and district council plans and strategies is for a viable public transport system, and this is supported by central government.
- d. International evidence overwhelmingly shows that increasing road capacity causes an increase in traffic. Any increase in road capacity will therefore challenge the viability of the public transport system, causing “downstream” effects for parking and amenity.
- e. The current proposal is for widening the existing road to four lanes, with bus priority toward the city during the morning peak and on-street parking at other times. The proposal toward Halswell (as we read it) is simply a widening to accommodate an extra traffic lane.



- f. In our opinion, **both directions** of Lincoln and Halswell roads need to be engineered so that the extra road width in **both directions** is public transport priority, and cannot easily be re-engineered in the future to add extra car capacity.
- g. This focus on public transport priority all the way to Halswell will mitigate the temptation to run a motorway through Addington village at some time in the future, when political will swings back toward the private vehicle (electric, autonomous notwithstanding).
- h. We do not understand why the Wrights – Curletts project is not programmed until 2023-2024. At this year’s City Council LTCCP hearings, Jim Harland and Andrew Washington from NZTA expressly argued for the bringing forward of this project, and we support that view. Until this work is complete, we see little chance of NZTA completing “their” section of the route, from Dunbars Road to Curletts Road. Without an early completion of the Wrights – Curletts project, it is hard to see the entire length being completed within 10 years, by which time Halswell’s population could easily exceed 35,000 people.
- i. Unless the widening of Lincoln Road between Wrights and Curletts roads is expressly stated as “public transport priority”, we must regrettably oppose the Addington section of the proposal.

### **3. The Addington section of the proposal**

- a. Assuming that City Council is willing to commit to public transport priority along Lincoln Road and Halswell Road, we support the proposal.
- b. The bus priority measures proposed for Addington village would be a significant contribution to making bus travel time from Halswell both shorter and more predictable.
- c. The amenity effects of noisy diesel buses should be ameliorated as electric buses are progressively introduced, as envisaged by the Draft Public Transport Plan.
- d. We strongly support the proposed width, to facilitate the safe overtaking by a bus of a person on a bike.

### **4. Where next: a Plan for Whiteleigh Avenue – Blenheim Road – Moorhouse Avenue – Lincoln Road**

- a. We are pleased that the Wrights – Curletts proposal has been included with the Addington village proposal. Including both aspects suggests to us that City Council is attempting to think beyond immediate “pain points”.

- b. However, City Council needs to come up with a Mobility Plan that includes Whiteleigh Avenue, Blenheim Road, and Moorhouse Avenue as well as Lincoln Road. We have argued for such a Plan for some time now.
- c. This Mobility Plan should interface with the Draft Public Transport Plan just finishing consultation, and with the “Our space 2018-2048” plan that has just begun consultation. This combination is especially important given the way that the latter plan envisages population growth patterns that includes both ongoing green-field development in Halswell, and new brown-field redevelopment along a rail corridor encompassing former industrial land.
- d. This Mobility Plan would also give an opportunity to incorporate park and ride, for example based out of Horncastle Arena. Such an option would maximise the advantages gained from the Lincoln Road – Moorhouse Avenue bus priority proposal, and give folk an alternative to driving through Addington village.
- e. We are hopeful that such a Mobility Plan will be released in time for the Annual Plan process in 2019.

#### **5. Where next: a public transport hub for Halswell**

- a. As City Council heads toward the next LTCCP cycle, provision must be included for a public transport hub in Halswell.
- b. Such a hub would be a necessary adjunct to the roading changes noted above, and would fit well with the Draft Public Transport Plan currently undergoing consultation.
- c. Unless City Council is proactive in providing a public transport hub, public transport will fail to provide the alternative to private vehicles that we need. We cannot wait for property developers to volunteer such a facility on their land; for example, the recently released consultation for the Key Activity Centre at 201 Halswell Road provides over 500 car parks but refers only vaguely to “possible” bus routes and a “proposed public transport hub”.

