

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
30537	Option 1 - Cul-de-sac Norwich Street	Option one is a safe and efficient design that supports the bus services in this area as well as waiting passengers. Enhanced infrastructure such as the features outlined in option one will further promote the use of Public Transport which is very positive. Step free access to the buses and suitable stop lengths will reduce the likelihood of incidents occurring which is positive.	Thank you for the opportunity to submit on the proposed options.	Ben Barlow	Go Bus Transport Ltd	Regional GM	Addington
30521	Option 1 - Cul-de-sac Norwich Street	Safer for cycles, easier for buses, and much more simple.		Leighton Thompson			Bishopdale
30548	Option 1 - Cul-de-sac Norwich Street	<p>As the organisation responsible for provision of public transport services in Canterbury, Environment Canterbury supports any proposal to improve the lot of the bus travelling public. The Eastgate public transport hub is one of the busiest in Christchurch and the boarding/alighting point for significant numbers of journeys on any given day.</p> <p>Option 1 provides a higher standard of amenity for users. Splitting services between two or more points with separate shelters and stops increases user anxiety as to whether they are at the right place to catch "their" bus and requires a higher level of information and wayfinding to direct passengers to where they need to be - this acts as a barrier to effect use. Option 1 removes this barrier to use.</p> <p>Connectivity between stops on either side of Buckleys Road is better in option 1. The crossing is better placed and will enable passengers to more easily transfer to any connecting services and to access Eastgate Mall.</p> <p>Operationally option 1, by not having an intersection which motor vehicles can use to turn across buses as they approach and leave stops, should be both easier and safer to use for bus drivers and for passengers. Passengers running across the zebra crossing as shown in option 2, will be at risk of coming into conflict with turning motor vehicles when they may be distracted by trying to get to their bus service.</p> <p>Option 1 also appears to provide more flexibility to provide a quality waiting space with suitably sized shelters and signage and space to maneuver through the area if you are a pedestrian.</p>	The Christchurch City Council has committed to provide Christchurch metro passengers with an excellent public transport experience. This includes designing high standard infrastructure that is convenient to use (see public transport customer charter, page 16 Canterbury Regional Public Transport Plan 2018-2028).	Len Fleete	Environment Canterbury	Senior Strategy Advisor Public Transport	Central city
30266	Option 1 - Cul-de-sac Norwich Street	The benefit of the wee turn is tiny compared to the cost of slowing down traffic and buses as people use it to rat-run. Cutting off street access makes the side street safer too. All bus users in the east should be considered over the few moaners about this loss of intersection.	Ideally there would be constant (enforced) bus lanes all the way to the east for the yellow line, but this is a start.	Greg V			Christchurch
30467	Option 1 - Cul-de-sac Norwich Street			Shiloh Macdonald			Christchurch

The Public Transport Customer Charter

Customers are at the heart of our public transport system. This customer charter is a commitment by all the agencies that form the public transport partnership in Greater Christchurch and Timaru to work together to provide our customers with an excellent public transport experience.

The public transport partnership includes:



For the full customer charter visit: www.metroinfo.co.nz

Under this customer charter, we will:

Provide excellent customer service and value our customers

We'll be friendly, courteous, helpful, and timely with our customer service. We consider that your journey is our responsibility and we're committed to doing what we can to ensure all your experiences of our system are successful and positive.

We appreciate that by choosing public transport, you're helping us make a better public transport system. We value this and want to acknowledge the support you give to your public transport system. To do this, we'll offer a range of rewards and incentives to encourage people to use public transport and let you know that we appreciate your support.

Provide a public transport system that encourages regular use and attracts new users

We want more people to choose public transport more often. We understand that making public transport an attractive choice for new users requires a real commitment to quality.

We'll design and deliver routes, services and infrastructure so they are as attractive and environmentally friendly as possible, so that more and more people choose public transport.

Provide reliable journeys

We know that arriving late can make or break your day, so we need to get you where you're going on time.

We'll strive to deliver reliable services with consistent journey times and provide the right infrastructure to keep your service moving. We'll also publish performance results each month so you can see how we're doing, and we can see where we need to improve.

Make public transport easily accessible

We want it to be as easy as possible for everyone to use our services so we're committed to improving the whole system, including for people with limited mobility, hearing or vision. To do this we'll strive to:

- Keep public transport fares as low as possible.
- Maintain high standards of vehicle and infrastructure accessibility, including good quality footpaths to major stops.
- Ensure all information is easy to access and understand, reducing any cultural and language barriers.
- Design routes, services, payment systems and infrastructure to enable convenient use and seamless end-to-end journeys.
- Regularly seek your feedback to help us identify ways to make our systems easier to use and to look for opportunities to make improvements.

Provide safe and comfortable journeys

We appreciate that comfort and safety are big factors in whether you choose to use public transport, so we're committed to:

- Keeping vehicles and facilities clean and in good condition.
- Providing seats for as many passengers as possible.
- Designing and managing infrastructure so it provides high personal security for passengers.
- Providing adequate shelter at key stops.
- Integrate with bike share services, where available.
- Training drivers so that your journey is safe and smooth.
- Transitioning to zero emission vehicles.

Keep you informed and listen to you

We'll provide you with the information you need so that you can confidently choose public transport. We're committed to:

- Making information available in a timely manner and in a range of formats so it's clear and easily accessible.
- Using the communication channels and information platforms that our customers expect in an ever-changing world.
- Embracing innovative and open ways of sharing information, communicating with you and enabling you to communicate with us.
- Welcoming your feedback at all times and providing regular formal opportunities for you to have your say on what we're doing. We'll consider all feedback and ideas and provide clear reasons for the decisions we make.

How you can help

As a public transport customer, you can help us achieve this by:

- Being friendly and respectful to your driver, fellow passengers and the whole public transport team.
- Respecting public transport vehicles and facilities, helping us keep them clean, tidy and in good condition.
- Letting us know when things need attending to. We want to hear from you so we can address any issues and keep making public transport better.

See the Public Transport Customer Code of Conduct for full detail:

www.metroinfo.co.nz/info/Pages/CodeOfConduct.aspx

Delivering this high quality customer experience is a big challenge. We know we won't always get it right and we'll always have more to learn. Your feedback on how we're doing and ideas on how we can improve are really important to us.

Please feel welcome to give us any feedback here: www.metroinfo.co.nz

Together we can make an excellent public transport system.

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30645	Option 1 - Cul-de-sac Norwich Street	<p>The Canterbury DHB supports option 1 because Option 1 - the Cul-de-sac on Norwich Street:</p> <ul style="list-style-type: none"> - Reduces traffic in the proximity of the bus stops, thus increasing safety, especially for children, elderly, and commuters who are vision and mobility impaired. - Enables all bus stops to be in one place, the alternative would require commuters to cross a road, again increasing risks for the above noted groups and additionally increasing navigation difficulty for this group when they have to change busses or are uncertain which stop is appropriate for them - Has a bigger shelter catering for all bus commuters and thus promotes active transport - Is the most visually appealing option <p>The Canterbury DHB does note that a separated cycle way is a preferred addition increasing safety for cyclists and pedestrians. This is not considered in either option. Both options require cyclists to pass parked cars and bus stops, thus increasing their risk to be injured by opening car doors or bus commuters stepping in their path from behind a bus.</p>	Thank you for the opportunity to comment on the proposed changes. The Canterbury DHB is strongly supportive of the proposed infrastructure upgrade, in particular of option 1. This change will promote greater active transport which contributes to public health and sustainability.	Silas Thielmann	Canterbury District Health Board	Advisor	Christchurch
30509	Option 1 - Cul-de-sac Norwich Street	<p>This give better traffic flow for buses.</p> <p>BUT, there should a bus lounge protected from the weather for the East, not some exposed stops. This is important so that people see taking the bus as an alternative to driving in a warm car!</p>		Gary Velman			Christchurch East
30555	Option 1 - Cul-de-sac Norwich Street	<p>Its safer for those waiting for the bus. Open, connected rather than disjointed. It will be an asset for those who live in the area rather than attract non bus users who would find it easier to hide and cause problems in option 2.</p>	<p>It looks great, much better than what is there now. Please have wooden seats, shelter from the glare and highly visible stops where bus users can see what is arriving.. Good to see pedestrian crossings. Not sure why you mention buses waiting, they should be like the exchange - a pick up and drop off point only. I use the bus stops elsewhere but not at Eastgate at the moment. If you make these changes I'll often leave my car behind when travelling to Eastgate. Hopefully you're working with Ecan to have communication regarding local bus routes visible and hopefully one day join all the local bus routes at the mall. By the way mtf advertising to 16/17 year olds on the back of the Orbiter - Receiving rating funding and advertising against the outcomes. Local Govt Act rules - suggest ECan reads them.</p>	Emma Jamieson			Dallington
30440	Option 1 - Cul-de-sac Norwich Street	<p>I have biked past here several times on the way to and back from the Avon River loop. The painted bike lane on the road and along the bus stop are dangerous as is. Removing the danger from turning traffic will make this section at least somewhat safer (see additional comments below).</p>	<p>The routing of the bike lanes on either side of the road to the right (inside) of bus stops and parking is highly dangerous in many aspects. Given the opportunity of a complete rebuild, the cycle lane should really be routed off the roadway next to the pedestrian footpath for this busy section, in particular on the Mall side. Otherwise, cyclists will have to avoid buses by veering right into the vehicle lane and are threatened by vehicles turning into the bus/parking bays. Too many cyclist</p>	Volker Nock			Hoon Hay

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			have been killed lately in Christchurch by turning vehicles to not warrant a safer design.				
30269	Option 1 - Cul-de-sac Norwich Street	I would prefer no change to Norwich St because I live on the street and use the intersection every day to commute to work and back. Also, the kind of people that hang around the bus stop would not appreciate any landscaping etc and would most likely use the new green space to congregate and use drugs etc. if I had to choose an option, I would choose option 1. This is only because it would stop speeding vehicles down Norwich St and my street would be quieter and safer.		Joanna Ward			Linwood
30285	Option 1 - Cul-de-sac Norwich Street	Looks tidier and inviting which the area needs. I also use the buses but mostly the next stop down Buckley's rd, but sometimes walk down to the Eastgate stop if it's raining as no shelter on the Rhona St stop.		Tracy Va'a			Linwood
30288	Option 1 - Cul-de-sac Norwich Street	Looks like a thoughtful, considered option for the local community. Prefer how this option allows for better landscaping and facilities.		Lisa McGonigle			Linwood
30378	Option 1 - Cul-de-sac Norwich Street	I live in Norwich Street and usually enter and exit via Worcester Street which means it is okay for the other end of the street to be blocked off. I like the idea of making it easier to cross the road to the mall and improve the bus stops along this area. Thanks for your idea of doing this. I like the idea of making Linwood more attractive as well. For too long the median strip outside the mall has been neglected and I was pleased to see it improved recently. I like the idea of including green space in this plan as I think it is really important to make it more attractive.	I hope there can be lots of native species in the planting - plants that will survive the conditions in Christchurch - hot and dry more and more. Green green and more green plus some brownish grasses etc too sounds good to offset the concrete and asphalt.	Anne-Marie Rose			Linwood
30411	Option 1 - Cul-de-sac Norwich Street	It is the easiest and most direct route into Norwich Street.	Putting in an extra pedestrian crossing is over kill - there are 2 crossings already in place in either direction just a few metres away. The extra crossing will also cause more congestion on an already congested and busy intersection and will make it harder for the residents to access their driveways. I think it is also important for the waiting area to be fully wheelchair accessible	Menna Harries	Linwood Resource Centre		Linwood
30413	Option 1 - Cul-de-sac Norwich Street	I think that it would be safer to have Norwich street blocked off as it would be more controlled for pedestrian use and would mean less traffic.	I think it is important to landscape the area with trees as more shade for people waiting would be ideal. Plus more than one rubbish bin would be good to combat rubbish. Another problem is the trolleys that get dumped there from people who shop at Countdown or Warehouse and use the trolleys to take their shopping to the bus. A trolley holder would be a good way of controlling where they are left. Also, good lighting is essential for safety at night.	Lauren McDonald			Linwood
30443	Option 1 - Cul-de-sac Norwich Street	Better amenity and don't need to worry about cars	I'm not sure why Riccarton gets these flash indoor bus lounges with security and stuff and we just get a normal bus stop.	Cameron Bradley			Linwood
30451	Option 1 - Cul-de-sac Norwich Street	A left turn splits the bus stop & parked buses would block the cycle lane at times. A complete cul-de-sac seems safest. I live in Norwich Street & often catch the buses so it seems an excellent idea.	Are there any plants or colours you would like to see in the planting? Deciduous rather than ever green trees. Plenty of very sturdy support & protection posts!	Kevin Fitzgerald			Linwood

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			The Norwich Street bus shelter will need to provide North-East wind and Southerly wind shelter. Crossing lights great!!				
30475	Option 1 - Cul-de-sac Norwich Street	That option 1 more more safer than option 2 because more protection for both side of Norwich Street.	Trees are not recommended due distraction when bus arrive.	David Maclure			Linwood
30477	Option 1 - Cul-de-sac Norwich Street	Traffic for those living on Norwich st will be impacted regardless of which plan is selected. Option one however at least softens the blow to existing residents by beautifying the end of the street and creating green space. This option also creates a safer area for children to wait for their buses		Kimberley Evans			Linwood
30487	Option 1 - Cul-de-sac Norwich Street	It gives a safer for elderly perdestrians, walk frame users and mobility & wheelchairs MANY of which lice in the housing complexes on both side of Norich St / Buckleys Rd corner - the new bus shelter at the end of Norich St I hope will be of a non glass material and so wont be broken as is the exsisting ones. Op 2 having one way entry into Norwich St would be an extreme safty issue	Good lighting both is this area and also along Buckley Rd. Yellow and red bubbish contains to attract recycling. Time and destination machines should be lower so low vision people can more easeily see them. CTV cameras looking from the area above the Mall entrance and pointing out the area opposite would be a good idea	Neale Tomlinson			Linwood
30488	Option 1 - Cul-de-sac Norwich Street	Safer then 2 - enhancement of Norwich Street behind bus shatter in favour of new predestion lights at crossing		Pearl Price			Linwood
30490	Option 1 - Cul-de-sac Norwich Street	Make Norwich Street less busy. No more boy races & fast motorbikes	It will be lovely if you do the garden & lawn like they do in Fendalton	Paul & Maree Andrews			Linwood
30492	Option 1 - Cul-de-sac Norwich Street	I like Option 1 with a small reserve with trees water fountain where people could refill their bottles (and maybe seats) we don't want the motley crew hanging around too long - I like Option 2 because the crossing is way better opposite the mall entrance	Move the crossing to the centre is better. As a resident of Norwich St I would like parking lines in our street as people often park over our drive way to go to the mall. I quite like the culdesac as it means our st will be quieter however longer to get some places. Thanks T	Tania Rogers			Linwood
30497	Option 1 - Cul-de-sac Norwich Street	I prefer the cul-de-sac option, however I am concerned at the need for both of the options proposed to cut down an extensive amount of trees in the median strip on Buckleys Road - why do any of the trees need to be removed at all? Why is the median strip being altered if the bus stops are just being moved along the road slightly and the crossing already exists (but will have lights added) - the diagrams provided in the consultation don't really show why the median strip needs to change? I am also concerned that the rather uninspired design of the grassed area created by the cul-de-sac will become another neglected area for litter and people to loiter around, as unfortunately most of Linwood is overlooked for basic maintenance and upkeep and the general areas around the intersection, bus stops and mall are not very pleasant places to be.		Steven Ward			Linwood
30501	Option 1 - Cul-de-sac Norwich Street	This will make it safer for cyclists and also pedestrians crossing the road to go to the mall. I will also stop the speeding cars who use Norwich Street as a way of avoiding lights at Linwood Avenue, it gets quite dangerous from about 4:30 pm to 6:00 pm. Hopefully it may mean new kerb and channeling along the street in the future.		Rosslyn Brewer			Linwood

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30511	Option 1 - Cul-de-sac Norwich Street	Option one moves the buses right away from the driveway and leaves little chance for them to be re-established there. We have been subject to buses blocking the driveway for years. It has been getting worse as time goes by. It is also very dangerous trying to enter and exit the driveway. I have had an accident there about three years ago. A departing bus didn't look and drove into my car as I was entering the driveway. I will be glad to see them gone.		Kimberley Black			Linwood
30531	Option 1 - Cul-de-sac Norwich Street	Would be safer for all using buses & pedestrians & motor vehicles		Gay McLean			Linwood
30533	Option 1 - Cul-de-sac Norwich Street		<p>Your written pamphlet on how to make submissions offered for people to come and talk to you at Eastgate Wed 20th Nov. I did. Lovely people but no one wrote down anything I said, all directed me to do either a written or on-line submission. So, the drop in session is not really an effective opportunity to feed back at all. We are forced back onto an often frustrating on-line feedback form or written feedback entrusted to the not so capable NZ Post!</p> <p>Concerns</p> <p>No left turn into Norwich St</p> <p>I live at ■■■ Linwood AVE. To exit my property I have to go left because of the median strip in Linwood Ave. When I want to go West, along Linwood Ave I either have to do a hard right turn at the Buckleys/Aldwins:Linwood Ave intersection or go left into Buckleys Road and then left again at Norwich Street, then I am going in the direction I want. Anyone leaving properties on this North side of Linwood Ave have the same problem. These include the very busy blood testing facility, Piki Te Ora Doctors, 2 Dentists, Mosque worshippers and anyone shopping in the small complex East of the Mosque. Similarly coming home after 4pm, from the East side of the Buckleys/Aldwins:Linwood Ave intersection, it is easier to do a right turn at the lights then left into Norwich St, left at Worcester St and left back onto Linwood Ave on the correct side to turn into my drive. Your proposal will force extra traffic into McLean Street.</p> <p>New Shelter?!</p> <p>Your proposed new single bus shelter appears no bigger than the 2 that you declare are not adequate at the moment.</p> <p>I don't know what part of CHCH the originator of the new bus shelter lives but in the East, we have bitterly cold Easterlies, they are the prevailing winds in this part of town. Your new shelter is badly situated facing NE, right into the wind, it wouldn't shelter from anything other than a NW which is a warm wind. This is nonsense and not practically thought out. An open shelter only protects from rain that falls directly down, not blown by the wind. To be a shelter it needs to have sides that wrap around as well as a roof. Could the shelters be</p>	Barbara Clark			Linwood

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			<p>curved, the open part facing North, with windows to the south to enable a line of sight to incoming buses. They won't stop unless you wave them down, you can't wave them down if you can't see them coming. Could the shelters (plural) be staggered or nested, on the site?</p> <p>Please consider two bus shelters rather than one large one. This gives the quieter citizens a better chance of a pleasant wait away from the rowdies – teens and otherwise – who often monopolise bus shelters.</p> <p>I note the buses would now be stopping and idling outside the sheltered housing at 17-25 Buckleys Road. They were built before this proposed change and I for one would not find it calming to have such noise, nor bus patrons loitering about my open frontage, especially if I lived at No.17. So No.s 35, 37, 41 Buckleys Road gain from this proposal and 17 loses?</p> <p>Trees cut down</p> <p>This hurts the most. Linwood outside Eastgate Mall is not a salubrious street scape. The mature trees in the median strip give us our only bit of soul. You have managed your underground services for this long with the trees there, please find a way to save the healthy mature specimens that give soul to our area. I note one tree has already been cut down recently, are they all going to disappear one by one?</p> <p>I can only see 3 proposed new trees on your plans and that's on the end of Norwich Street on option 2 – that you don't favour. Otherwise, here are only nebulous thoughts of new plantings (we will look at planting options) – nothing definite, no timeline. You say you need to upgrade services on that stretch of road. I can see the replanting of trees getting lost in an unscheduled time frame.</p> <p>In the meanwhile, the whole area is dragged down into a soulless waste of scruffy tiny trees in the footpath – towered over by soulless concrete buildings: and scruffy litter strewn footpaths than no-one cares about. There is no balancing scale that the mature sized existing trees presently provide.</p> <p>So, we lose 10 trees from Buckleys Road for option one, and 12 trees from Buckleys Road with option two. On these grounds only, I would prefer option one. And would suggest you move the crossing to the place shown on option 2 as people will always take the most direct route between where they get off the bus and the mall entrance, despite new (or old) cable fencing.</p> <p>Thank you for the proposed pedestrian traffic lights, they would be welcomed.</p>				

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30544	Option 1 - Cul-de-sac Norwich Street	Safer for children. Prevents buses coming down Norwich Street to get to bus stop. Will reduce thru fare traffic	No bushes or shrubs as these don't look nice i.e. like the current low shrubbery at the end of Norwich Street as there currently is where cul-de-sac proposed. Crossing lights a good idea as make it safer to cross the road to get to Eastgate Mall.	Cass & Brian Mills			Linwood
30551	Option 1 - Cul-de-sac Norwich Street	Having the bus stops all in one location would make it a lot easier for passengers to ensure that they are waiting at the correct location for the bus they are after. Splitting the stop, with a road between could make for passengers having to quickly change to a new location to catch their bus. Additionally, having the traffic lights between the set of bus stops in Option 2, could mean a bus departs the first stops, and gets stuck on the crossing lights and then having people that had missed it expecting it to pull into the stop after the lights. This could cause an issue for both bus drivers and passengers, and could get hazardous with people trying to board a bus that is stopped at a red light.		Jeff Mercer			Linwood
30583	Option 1 - Cul-de-sac Norwich Street	(will enlarge up on when given opportunity to speak to this) Option 1 Will make full use of bus lane space Option 2 Would reduce bus space; reduce seating and landscape options; exacerbate existing pedestrian safety concerns with left turn.	Trees: max height 2-3 metres evergreen so as not to cause shade @ leaf nuisance to adjacent residents. Concerned about adequate turning circle for rubbish trucks, fire, ambulance vehicles. Adequate sheltered seating. Lighting to keep area well lit at night without nuisance to residents. Parking on Norwich St needs addressing re: people parking all day preventing residents use.	Christine Bennetts			Linwood
30586	Option 1 - Cul-de-sac Norwich Street	Spoke to the Council about it, got no response please help settle this matter		Roselyn Mani			Linwood
30587	Option 1 - Cul-de-sac Norwich Street	It's really hard to get in our driveways, cars coming from all direction, I find it difficult to come into my driveway when buses blocks our blind spot. So that causes accident every time.		Prasheel Ram			Linwood
30588	Option 1 - Cul-de-sac Norwich Street	Dangerous, Driving can't see blind spots, bus drivers don't communicate / help.		Pravin Ram			Linwood
30589	Option 1 - Cul-de-sac Norwich Street	- Accidents - Blind spots - Confusion with traffic		Ashvil Ram			Linwood
30603	Option 1 - Cul-de-sac Norwich Street	Reduce danger when turning into Norwich Street amongst buses, cars and pedestrians. Difficult at times now as it is close to Linwood Ave lights	Please provide rubbish bins. Paved area not a favorite as people gathering together (apart for bus stop) in this area could be a physical and social (security) obstacle for the pedestrians many of whom are elderly and disabled.	Glenice Giles			Linwood
30615	Option 1 - Cul-de-sac Norwich Street	It's really hard to get out of my driveway when buses parked it caused so many accidents but no one helps and can't see blindspots of on coming v cars it's really frustrating noone understand what someone goes through who lives right in front of the bustop drviway option 1 Norwich Street bus stop would be so beneficial for all the community's here who resides near buckleys Road I emailed alot to the nz land transport authority I also mentioned it caused a accident but no response what so ever I hope my message gets seen and hope I get a reply from someone	No	Ashvil Ram			Linwood

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		<p>Thank you for reading</p> <p>Ash</p>					
30633	Option 1 - Cul-de-sac Norwich Street	<p>There is more space to implement a bus passenger waiting lounge on the north-eastern lane of Buckleys Road, as well as other things such as seating, trees and a drinking fountain.</p> <p>The lack of a right hand turn will increase safety for people walking and make it easier for people taking the bus to board/disembark from buses.</p> <p>There are less trees being cut down compared to option two.</p>	<p>Generation Zero supports in principle upgrades to public transport infrastructure, but wishes to express concern that the proposed changes to Buckleys Road bus stops outside Eastgate do not go far enough. Generation Zero supports the first option for the bus stops which would make Norwich Street a cul-de-sac. These changes present an opportunity to improve the bus stop infrastructure for better weather protection and greater comfort and safety for people using public transportation. Generation Zero believes the people using these bus stops deserve bus passenger waiting lounges instead of normal bus stops. These bus stops are the third busiest in Christchurch and serve as an important bus transfer stop for public and school buses. The increased safety, weather protection and comfort that would come from these lounges would encourage more people to use public transport. This would help in decreasing carbon emissions, as well as future-proof the bus stops for future passenger increases.</p> <p>The supporting submission letter attached outlines our view on the proposed changes.</p>	Roman Shmakov	Generation Zero Christchurch	President	Linwood
30634	Option 1 - Cul-de-sac Norwich Street	<p>As a resident of Norwich Street we have found It being used with increasing frequency as a speed by pass. A road to race down at high speed and then turn onto Buckleys. A Cul-de-sac would help reduce this nuisance and dangerous traffic flow of traffic down Norwich. It is the preferred option. As a resident it would be no hardship not to be able to get to or from Buckleys from that end of Norwich. A Cul-de-sac also offers the opportunity for better landscaping and to improve the street asthetic.</p>	<p>Meticulous attention needs to be placed on landscaping if this roading change bus stop hub proceeds. With rezoning in Linwood which has increased housing density there has been a degradation in the physical aesthetics of the area with the loss of old established trees and shrubbery from sections as subdivision and building occurs. No thought or attention is being put into the environment and houses are just being slapped up. Greenery, plants and the softening and feel this provides is a well-recognised as important to aspect to the wellbeing of a neighbourhood and its inhabitants? If attention is not carefully paid to landscaping by the council it will cause further erosion of the environment. We need trees and green to soften our neighbourhood and redress the loss that is currently occurring and stop the further erosion of an old neighbourhood that was historically botanically very resplendent but being stripped out.</p>	Gina Beecroft			Linwood
30635	Option 1 - Cul-de-sac Norwich Street	<p>Having no left turn on to Norwich Street seems pointless, the street is quiet enough to become a cul-de-sac. Just like the street that leads to the back of the old intermediate school.</p>		Christina Graham			Linwood



Submission on the Linwood Public Transport Hub

Generation Zero supports in principle upgrades to public transport infrastructure, but wishes to express concern that the proposed changes to Buckleys Road bus stops outside Eastgate do not go far enough. Generation Zero supports the first option for the bus stops which would make Norwich Street a cul-de-sac. These changes present an opportunity to improve the bus stop infrastructure for better weather protection and greater comfort and safety for people using public transportation.

The New Zealand Government has recently passed the Zero Carbon Bill, and will soon be in effect. The goal of the act is to drive action to reduce New Zealand's carbon emissions to net zero by 2050. The Christchurch City Council has set a goal of net zero greenhouse gases emissions (excluding methane) for Christchurch by 2045 as well. Christchurch's carbon emissions come mostly from transport due to private cars being the core mode of transport for >80% of trips. A significant factor in this mode share is due to the poor quality of public transport infrastructure in Christchurch.

Generation Zero believes the people using these bus stops deserve bus passenger waiting lounges instead of normal bus stops. These bus stops are the third busiest in Christchurch and serve as an important bus transfer stop for public and school buses. The increased safety, weather protection and comfort that would come from these lounges would encourage more people to use public transport. This would help in decreasing carbon emissions, as well as future-proof the bus stops for future passenger increases.

Generation Zero supports the first option to cul-de-sac Norwich Street over the second option. The reasons for this is because:

- There is more space to implement a bus passenger waiting lounge on the north-eastern lane of Buckleys Road, as well as other things such as seating, trees and a drinking fountain.
- The lack of a right hand turn will increase safety for people walking and make it easier for people taking the bus to board/disembark from buses.
- There are less trees being cut down compared to option two.

Generation Zero also believes that as little trees on the median as possible should be cut down, and trees should be planted in the surrounding area to replace those that were cut down. Trees serve as a carbon sink, as well as protection from the weather.

As stated before, Generation Zero supports this project and specifically would like to see option one being implemented, but believe that bus passenger waiting lounges are essential to serving the people who use and encouraging new people to use public transport in Christchurch, aiding in the fight against climate change.

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30647	Option 1 - Cul-de-sac Norwich Street	<p>Option 1 is preferred as option 2 would facilitate non residential traffic.</p> <p>I understand there will be a bus shelter with seating. Needs to well lit, clean and safe.</p> <p>Please ensure that residents with walkers, wheelchairs and/or mobility scooters have unimpeded safe access on pavements as many people who are elderly or have disabilities live in the Street.</p> <p>I am not happy to have a play area at this bus stop as encouraging unsupervised children is unsafe near the busy road.</p> <p>Good rubbish bins required and regular cleaning in the area.</p> <p>I would expect the area to be landscaped and planted to enhance the shelter.</p> <p>The adjoining houses need to have adequate sound and light protection from buses, traffic and pedestrian crossings.</p> <p>Buckleys road planting - some trees ie gum need to be removed as they are dangerous and dying. but please dont hand us a concrete jungle. It is pleasant and friendly to see some trees and plants in the centre of the road.</p> <p>However trees around the bus shelter area should not encourage those who are partying or sleeping out.</p>		Kay Lloyd			Linwood
30669	Option 1 - Cul-de-sac Norwich Street			Margaret Fraser			Linwood
30672	Option 1 - Cul-de-sac Norwich Street	I think it is best for elderly folk crossing the road etc.		Finlay Pickering			Linwood
30673	Option 1 - Cul-de-sac Norwich Street	Sounds like a great idea to me, good on you guys for thinking of it.	<p>Not lots of areas that are bare & can look messy with rubbish. Maybe a community group of neighbourhood folks could take responsibility for the area & picking up rubbish & checking area is ok & reporting any broken things.</p> <p>Can you keep some of the existing big trees in the middle of the road please - don't cut them all down</p>	Anne Marie Rose			Linwood
30685	Option 1 - Cul-de-sac Norwich Street	Safety for bus passengers and other's with no vehicles crossing footpath	More rubbish bins, room for more buses at peak times when up to 5 buses arriving at once.	Peter Kerr			Linwood
30686	Option 1 - Cul-de-sac Norwich Street	I can see there is much congestion in this area. Makes sense to "tidy up" and make safer.	<p>Both options seem to "stagger" the pedestrianised crossing. if the taxi stand was moved down slightly outside Eastgate Mall it could be straight across. Would this not be more efficient?</p> <p>Happy to comment further / clarify if helpful!</p>	Tony Gallagher			Linwood

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
30688	Option 1 - Cul-de-sac Norwich Street		Proposed options will be very expensive: Norwich Street closure and landscaping; new traffic lights; median strip moved; 10-12 of our beautiful trees removed. And neither option will improve "connectivity to Eastgate Mall" because the same number of bus passengers will still be crossing busy Buckley's Road. Why can't the buses that currently stop opposite Eastgate instead stop at the back of Eastgate, in Cranley St (where the pre-EQ library was - now an empty section). Was this option considered by Council? If not, why not? I am requesting information (OIA/LGOIMA) re: the evidence gathered by Council and it's analysis of the issues.	Elizabeth Graham			Linwood
30655	Option 1 - Cul-de-sac Norwich Street	<p>This submission supports option 1.</p> <p>Very Brief Recent Background.</p> <p>In 2016 I advocated for a group of residents and property owners who were adversely affected by the current location of the eastbound bus hub/interchange at Eastgate Mall. We submitted a proposal to the community board to have it shifted to the Eastgate Mall. A bus hub could have easily and could still easily be established there near and on the former Linwood Library site.</p> <p>Council staff submitted that the present location was the favoured site, citing Independent studies from (Beca)2005, (Abley)2008 and (Abley)2011 that were all in agreement. It was also favoured by Ecan.</p> <p>Our proposal was eventually rejected in favour of the current location.</p> <p>By 2018 the situation for residents in Buckleys Rd had become intolerable, buses now unlawfully "parked" across the driveway of 35 Buckleys Rd for lengthy periods. They also frequently partially blocked 37 and 41 Buckleys Rd. There had been no improvements in the other adverse affects cited in my groups 2016 proposal. The situation had become extremely dangerous for all user groups yet city council staff were still promoting this as the optimal and most desirable location for a bus interchange. Their intention was to entrench this inappropriate location by spending a considerable amount of ratepayer money on bus shelters with no regard for safety and other undesirable effects.</p> <p>In October 2018 after extensively researching the situation I submitted a report to the CCC and followed it up with a deputation. I submitted that: the Independent studies cited by staff had been used deceptively and had misled the community board and the council into believing the current location was the optimal site when this was not so and had never been the case.</p> <p>The favoured site of the 2005 and 2008 studies was outside the petrol station which is now occupied by social housing. This is located on the Linwood Ave side of Norwich St. It provided the perfect location for a three-bay bus interchange that closely met best practise guidelines for interchanges stipulated by the NZTA. It also provided</p>		Peter Jasper			Linwood

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>space for expansion as the network grew and additional services were needed. It yielded none of the safety hazards present in the current location.</p> <p>Only the 2011 study recommended the current location. It also recommends three bus bays. It meets none of the NZTA best practise guidelines and bore no resemblance to the other site recommended and endorsed in the previous studies. Somehow transportation staff managed to construe that all three studies said the same thing and used variations on this theme in various reports to the community board and city councillors to promote the current location as well researched and independently verified. I was completely perplexed as to how this was possible as even a cursory examination of the evidence suggested no similarity in the sites apart from being on the same side of the road. Some months later by way of an OIA request, I discovered a document from Abley Transportation stipulating that the recommendations in the 2011 study were to keep the bus services moving in the post Earthquake environment and were only ever intended as an interim solution. Let's repeat that Interim solution.</p> <p>The CCC accepted the findings in my report and deputation, a resolution to find temporary and permanent solutions was passed. It also granted my request to be involved in this process.</p> <p>The Current Situation - Why Change is desperately needed.</p> <p>Generally: The Linwood transportation hub has desperately needed decent facilities for many years yet the CCC seems reluctant to spend money on improved amenities on the eastern side of the city. Instead funds set aside for this project were transferred to projects benefiting the central city. No expense has been spared in the central city and no item considered an unaffordable luxury. In contrast, much needed public transportation infrastructure and the incidental consequence of enhancing local amenities has been denied to Linwood residents. This may have happened for a multitude of reasons, residents in this locality are perhaps less likely to understand council processes and more likely to feel intimidated by them. They may also be less able or likely to strongly advocate for community facilities that enhance their environments and meet their needs.</p> <p>Specifically: Officially there are two bus stops on the eastbound residential side of Buckleys Rd opposite Eastgate Mall. One long stop each side of the driveway to 35 Buckleys Rd. The gap between these bus stops; the driveway of 35 Buckleys Road, completes the needed length for a three-bay bus interchange. The middle stop is an unofficial, unacknowledged "ghost" bus bay.</p> <p>Read this paragraph carefully: The Linwood area Integrated Transport Study – prepared and presented by staff to the council in Oct 2018 states (page 71) that only two bus stops exist. It states: these two stops have the theoretical capacity for existing services</p>					

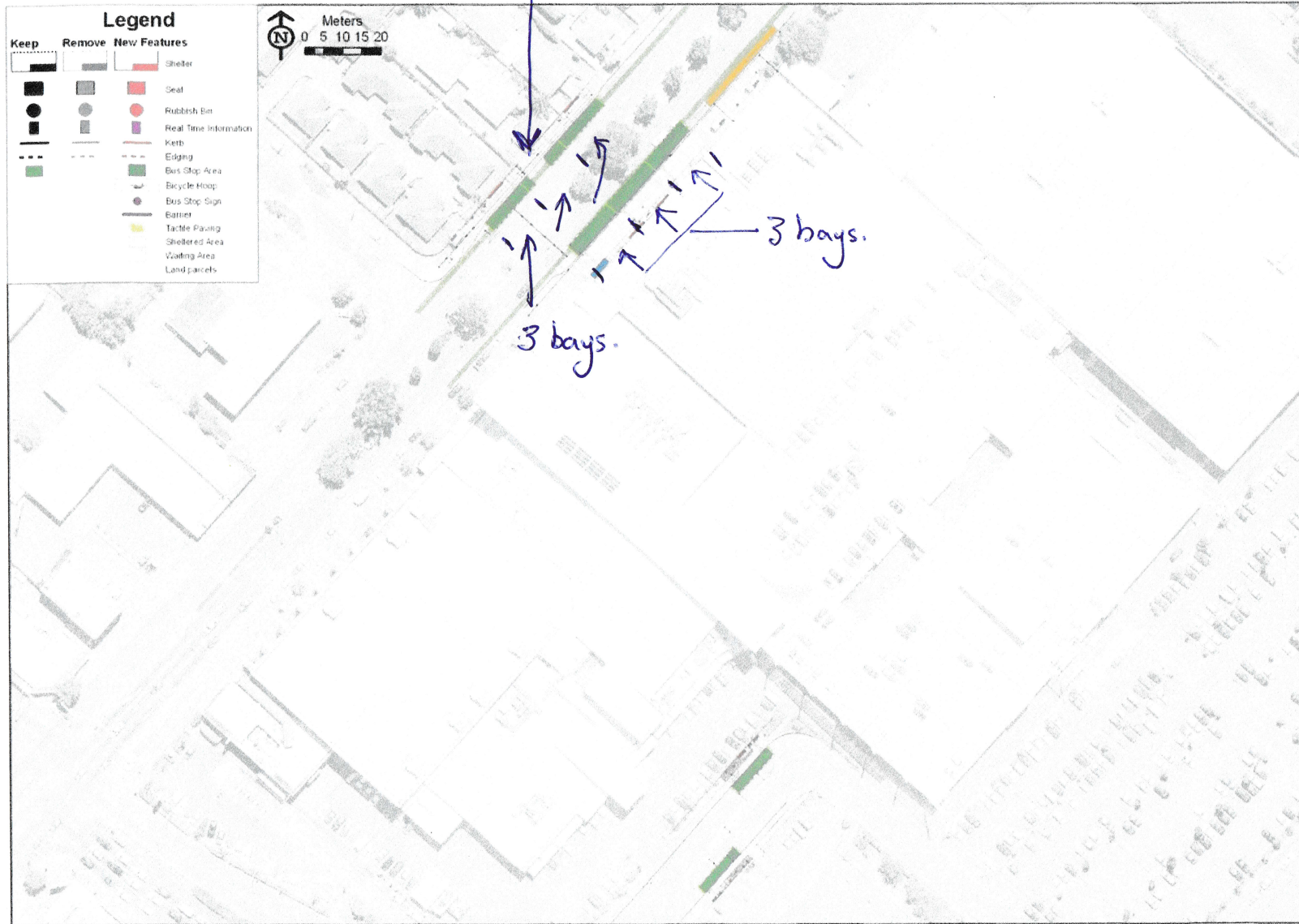
ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>and there may be times when due to traffic congestion several buses arrive at once blocking access. The fact is it is being operated as a three-bay interchange. The 6 meter “void” of our driveway is crucial to the smooth operation of bus services in this area not at times, but most of the time. The Linwood Area Integrated study also mentions the independent 2011 Abley study without giving any indication of the detail. Scrutiny of the Abley study (relevant pages attached) reveals all the detail. It reveals the deception. How is it possible that staff did not know about this when it is used to support their own report to council and justify the current location?</p> <p>In January of this year Council staff acknowledged at an on-site meeting that the Linwood bus hub (interchange) would not function properly without the third officially unacknowledged “ghost” bus bay that is across our driveway and clearly shown in the 2011 Abley study.</p> <p>To further complicate matters Ecan also use this location as a timing point and driver change location point. Buses stop here for lengthy periods. Bus company driver changeover cars also unlawfully park there creating further congestion.</p> <p>Many accidents go unreported as only minor injuries have resulted or those involved have only been shaken by their experience and carry on after resting for a while.</p> <p>To date the CCC has struggled to implement any effective temporary solutions. Moving the timing point of the orbiter in particular and driver change over location to another part of the route would have provided immediate and substantial relief to all of the adversely affected parties at minimal cost. Ecan for whatever reason have been unwilling or unable to do this. So the situation remains as intolerable and dangerous now as it was when the resolution was passed in October 2018.</p> <p>Option 1</p> <p>To their credit the City Council Transport Planners have finally recognised the current situation is dangerous, doesn't work effectively as an interchange, is not in a desirable location and does not encourage growth in bus use as there is no attractive easy to use infrastructure.</p> <p>Option 1 either eliminates or minimises all the adverse affects endured by residents for many years by moving the stops away from all residential housing and having open space around it.</p> <p>It removes or minimises the dangers outlined above for all user groups however further consideration could be given to the better implementation of CCC guidelines for cyclists.</p> <p>It incorporates a continuous unbroken three bay interchange recommended in all independent studies – (no ghost stops) and</p>					

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>presents no obstructions for bus users and drivers to navigate.</p> <p>It appears to largely comply with the NZTA guidelines. In particular the following:</p> <p>Key consideration 6: Environmental impact - By its very nature the facilities supporting a public transport network should be designed to enhance and improve the local community. One of the enhancements should be reduced negative environmental impact...</p> <p>Key consideration 9: Public transport operational requirements - Operational aspects to consider in order to provide a fail-proof environment with room for growth/change in vehicle specification include: vehicle conflict areas should be avoided or engineering controls put in place...</p> <p>Table 12: Recommended bus stop features for premium bus stops</p> <p>Locational attributes: A stop of this size should be designed to be sympathetic to and inclusive of local land-use.</p> <p>Source: Guidelines for public transport infrastructure and facilities: Interim consultation draft, April 2014</p> <p>https://www.nzta.govt.nz/assets/About-us/docs/Consultations/2014/guidelines-pt-infrastructure-draft.pdf</p> <p>The waiting area is much wider than the narrow footpath in the current location. Facilities for shopping trolleys and scooter parking could be easily incorporated.</p> <p>It enhances the amenity value of the local area. It may not be perfect but will be a monumental improvement on the present location</p> <p>The anecdotal evidence we have suggests that converting a residential street to a cul de sac enhances the liveability of a street. They are quieter. No through traffic means no speeding hoons. Of course the downside is no vehicular access from Norwich St. to Buckleys Road which seems quite minor considering the major problems that are currently caused by bus services.</p> <p>We understand that some of the residents on Norwich St. may be upset with the councils proposal. Unfortunately the site recommended in the studies cited above is no longer available. It is now occupied by social housing. Other possibilities we suggested have been rejected.</p> <p>Option 2</p> <p>We unequivocally reject option 2. The public document contains a Ghost bus bay (we have had enough of ghost bus bays)</p> <p>Ecan want two stops on either side of the Norwich Street exit for this</p>					

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>option. We strongly objected to this as it facilitates an easy path toward recreating the current intolerable situation as the number of services increase. The fourth stop – a key design element - was removed – “for the purposes of this public consultation” .We believe Ecan will apply pressure for the fourth stop to be reinstated in the final plan. It's then a small step for another stop to be reintroduced at a later stage on the other side of our drive completely recreating the intolerable situation we now have. We can't accept this! This is another deception. Option 2 is not presented in good faith as it fails to make full disclosure. I suggest this makes option 2 invalid.</p> <p>This option also has compliance issues with key considerations in the NZTA guidelines (eg. key consideration 9 specified above.)</p> <p>Final Comments</p> <p>This proposal is put forward by the CCC yet it is clear that Ecan has considerable influence on the final outcome. It is also clear Ecan have had considerable influence in contributing to the implementation and continuance of the current location as desirable and permanent when it was only ever intended as an interim outcome. Also noted is that Ecan could have contributed to immediate and significant temporary solutions but chose not to. Option 2 having a key design element removed for public consultation signals that Ecan still finds the current location desirable in spite of the many adverse consequences to residents and the wider community that are now well documented and accepted by CCC staff.</p> <p>Description of attachments</p> <p>Extract 1 from Abley 2011 study</p> <p>Extract 2 from Abley 2011 study</p> <p>2 stops or a 3 bay interchange?</p> <p>Unlawfully “parked” bus.</p> <p>Unlawfully parked “Gobus car”</p>					
30319	Option 1 - Cul-de-sac Norwich Street	This would look better.	We have buses driving up Wyon st. Especially noticed at 6:50am each day. If they go faster than 50km they rattle windows and its not pleasant.	evan chadwick			Linwood
30325	Option 1 - Cul-de-sac Norwich Street	More green pedestrian areas make for nicer urban developments.	The more we can promote alternatives to driving cars and using public transport the better.	Nisha Duncan			Linwood
30585	Option 1 - Cul-de-sac Norwich Street	1 choice option 1 because for me this is the permanent long term solution for the problem about the bus stop. And to prevent some potential problem because it has been dangerous getting in and out of the driveway.	<p>I prefer option 1 is the right choice due for the following:</p> <ul style="list-style-type: none"> - It is safe for the commuters - There's enough space to build a waiting shade, toilet, drinking fountain and seating area 	Abelardo Martin			Linwood

unshading this is deceptive as at first glance it looks like a gap - but isn't really is it.

Figure 8.6 Proposed Linwood Suburban Interchange Design



From 2011 Abley Study.

From 2011 Abley Study.

Very Gracious of them not to continue a shelter across the drive.

Proposed Design

8.12

The proposed design of the Linwood Suburban Bus Interchange is shown in **Figure 8.6**. Larger representations of the proposed design are provided in **Appendix A**. The key features of the design include:

- Space for three continuous bus stops on either side. On the residential side the middle bus stop will cross a driveway, the shelter will discontinue in this as well as the painted bus stop to minimise the impact on the driveway's owner.
- Rerouting of bus routes behind Eastgate Shopping Centre so all go through suburban interchange
- Alternative stop behind Eastgate Shopping Centre on new diverted route,
- Cycle parking on both sides and cycle lanes that travel through the interchange on both sides.

How does this work??



Submission ID 30655





THE ORBITER

The Orbiter
Metro Network



ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
			<p>- To minimized traffic build</p> <p>- There's enough room for supermarket trolley & scooters park</p>				
30611	Option 1 - Cul-de-sac Norwich Street	<p>Submission</p> <p>I unequivocally oppose option 2 due to the risk of a fourth bus stop being potentially added back in front of 35 and 37 Buckleys Road, which would continue the hazardous and dangerous situation currently faced by residents of the four homes here.</p> <p>I choose Option 1 because:</p> <p>I bought ██████ Buckleys Road in 1997 and I recall that the bus stop facility was serviced by one bus route through the city to New Brighton and although at times it was noisy and a nuisance it wasn't too bad.</p> <p>In 1998 I supported the owner of unit 1, Vera Bailey, who was petitioning the City Council for a change in bus stop facility location. But nothing was ever changed and as Vera was elderly and unwell and I was a single parent and working full time we didn't have the time or energy to pursue this. Option one will address issues faced by residents of these two homes and the two homes at 37 Buckleys Road, which have become dangerous and hazardous to them with the increase in bus routes stopping at this facility.</p> <p>I choose Option 1 because:</p> <p>Since 1997 the number of routes and the number of buses using this bus stop facility has increased exponentially until the current situation where the stop is being used as a defacto bus hub with up to three buses stopping there every five minutes along with the Orbiter which stops every 15 minutes and waits there until it is time to move again. Many of these buses stop over the driveway to 35 Buckleys Road, parking (illegally) there for 5 minutes or more thereby blocking access into and out of the two homes there. Buses are also stopping over the driveway to 37 Buckleys Road making it difficult for the residents of these two homes to enter and exit their property as well. By 2011 access to and from 35 Buckleys Road became so difficult and hazardous that I decided it was not safe for me to use the driveway again when I visit the property to talk to the residents.</p> <p>I choose Option 1 because:</p> <p>This bus stop facility should have been relocated many years ago when the number of routes increased and when the City Council had a chance to purchase land on the corner of Buckleys Road and Norwich Street and could have built facilities there for buses and a bus lounge for patrons. Alternatively in 2016 we suggested to the Community Board that the buses could be relocated behind the Mall</p>		Ruth Carson			Mairehau

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>where the former City Council Library site (still vacant) could have been used as a bus lounge. Neither of these options were seriously considered by the City Council or ECAN.</p> <p>In 2016 City Council staff were requested by the Community Board to provide a report on the potential for shifting the bus stops from 35 Buckleys Road into Cranley Street as part of an integrated suburban bus exchange. Staff were also requested to advise on short term measures for addressing litter and anti-social behaviour at the bus stops by 35 Buckleys Road. Neither of these requests brought much, if any action. This bus stop facility has just continued to be used as a defacto bus hub and it is a completely unsuitable and unsafe site for this.</p> <p>I choose Option 1 because:</p> <p>In 2018 when the residents of these homes brought to our attention many issues with the bus stop facility, we did a lot of research, found some interesting omissions by Council Staff, spoke to City Councillors, the local community board and to members of parliament. We have had to push hard to get any traction on this matter and at the moment even though there is a proposal in place for a long term solution to relocate the bus stop facility, in the four years that we have been actively working on this, no short-term solutions were implemented to address the issues we raised. A couple of months ago a Keep Clear sign was painted on the road in front of the driveway, which most bus drivers ignore.</p> <p>I choose Option 1 because my concerns include:</p> <p>Safety – the bus stop facility is currently a hazard for motorists, pedestrians, bus patrons and in particular the occupants of the homes adjacent to the bus stops. It has become increasingly difficult and dangerous for residents to enter and exit their driveway which they have to do on a daily basis.</p> <p>a) To enter the driveway - residents have to pull up next to a bus parked at the stop, check that the driver has seen them, check that the bus is not stopped over the driveway, check that there are no patrons waiting in the driveway before pulling into the driveway, meanwhile sitting in the lane of traffic and hoping the bus driver doesn't pull out at the same time as they pull in. Also bus patrons wait for buses standing in the driveway – which can't be seen behind the bus therefore is very dangerous for bus patrons.</p> <p>b) To exit the driveway – residents have to stop on the footpath to wait for the bus parked (illegally) over the driveway to move and/or to watch the traffic coming behind the bus to calculate when it is safe to pull out and then they don't know if the bus driver is going to pull out or wait for them to go first. It is so very dangerous both going in and out of the driveway.</p> <p>We have also noted to all the above organisations a variety of</p>					



ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
		<p>adverse environmental and social behaviour effecting the residents including excessive noise, litter, broken glass, vandalism, people urinating and defecating on their driveway which continues today.</p> <p>I choose Option 1 because:</p> <p>Now after four years of constant and repeated discussions with the Christchurch City Council, the Community Board and ECAN this proposal goes some way to address our (and our neighbours) concerns and offers a more appropriate site for the number of buses using this route and will ensure the safety of motorists, bus patrons, pedestrians and the residents of the four households of 35 and 37 Buckleys Road.</p> <p>Option 1 appears to be realistic for the relocation of the bus stop facility. It allows space for the number of routes and services that use the stops. The buses will have space to pull in and wait without blocking driveways. Bus patrons will not be waiting in driveways and run the risk of being hit by drivers blindly entering or exiting the driveways in their vehicles. It is visually pleasing and closing Norwich Street would make a pleasant culdesac for residents of the Street.</p> <p>Completing option 1 is a good solution and the culmination of the four plus years we have spent petitioning the City Council, the Community Board and ECAN for a safe and user friendly bus stop facility for the people of Linwood and for the people of 35-37 Buckleys Road.</p> <p>Thank you for your serious consideration of this proposal and choosing option 1 going forward.</p>					
30291	Option 1 - Cul-de-sac Norwich Street	Keeping bus stops together and away from residential driveways		Rick Houghton			Parklands
30406	Option 1 - Cul-de-sac Norwich Street			Hayley Stewart			Richmond
30491	Option 1 - Cul-de-sac Norwich Street	<p>I am a regular user through this area as a motor vehicle user.</p> <p>It gives clear road access through Buckleys Rd from the city end. (No access to Norwich St.) Signalised crossing gives the necessary protection to pedestrians.</p>	To reduce the 'J' walking problem (which may not be reduced by the adding of a cable fence), I would suggest flipping the proposed Crossing so that the entrance to the crossing is more in line with the Entrance/Exit from the Mall. This will be seen as a more convenient and direct layout to access the bus stops across Buckleys Rd. The crossing exit (Norwich St side) remains the same. Move the taxi stand (Mall side of Buckleys Rd) to where the proposed Crossing entrance is on option 1.	Arthur Turner			Richmond
30590	Option 1 - Cul-de-sac Norwich Street	We use this bus stop often and this seems the more family-friendly and logical		Michelle Frisby			Richmond
30520	Option 1 - Cul-de-sac Norwich Street		<p>there need's to be seat's what are not to low for people who have a disability</p> <p>hope you are to some rubbish bins at the bus stop and something to stop rubbish getting stuck in the drain as they all-way's block up with rubbish at the busy bus stop's</p>	Shane McInroe			Shirley

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
30318	Option 1 - Cul-de-sac Norwich Street	I believe vehicles will have difficulty turning out of Norwich Street in option 2 as their view will be blocked by parked buses, therefore I support option 1.	I don't think a play area should be encouraged adjacent the main road. Keep it simple.	Nathan Punton			Silverstream
30671	Option 1 - Cul-de-sac Norwich Street	Accidents less likely to happen, less disruptions for occupiers where current bus shelter sited (rubbish, graffiti, foul language)	Whilst I do not reside in Norwich Street, I own 3 properties in the street.	Daryl Jones			Somerfield
30340	Option 1 - Cul-de-sac Norwich Street	Creates a nice area for pedestrians to wait. Groups bus stations together.		Liam Speechlay			St Albans
30594	Option 1 - Cul-de-sac Norwich Street	If it is the best possible option to improve our public transport system, I would be in favour of this one.	This area is disgraceful in terms of access and safety for those who ride bicycles. It is extremely disappointing that the changes proposed do nothing to rectify this.	Robert Fleming			St Albans
30602	Option 1 - Cul-de-sac Norwich Street			Acucentre Ltd			St Albans
30516	Option 1 - Cul-de-sac Norwich Street		I don't think the proposal caters at all well for cyclists. Cycle lanes appear to be too narrow and squeezed between the bus stops and traffic lanes. Not safe at all.	Bruce James			St Martins
30463	Option 1 - Cul-de-sac Norwich Street	We need more cycling and pedestrian areas. so a cul-de-sac would be great. Having more lighting, and bright areas for people with a vision impairment, and/or wheelchair access is important	I'm afraid that a drinking fountain would be broken by idiots!	Natalie Perzylo			Wainoni
30614	Option 1 - Cul-de-sac Norwich Street	More room for users, beautification (which is needed in Linwood), buses, and more weather proof bus stops and seating for people of all walks of life including those with disabilities		Jane Robertson			Woolston
30584	Option 1 - Cul-de-sac Norwich Street	I choose option 1, we understand that Ecan might put bus stops back where they are now in the years to come as bus services increase, we put up with them being here for years along with all the bad behavior of bus users, therefore we completely reject options 2, also it has dangerous getting in and out of the driveway, we don't want this to be possible again. This is many years overdue.	- It is safe for the commuters - To minimize traffic build up - There's enough room for supermarket trolleys and scooters park - Build enough space to build waiting shades, toilet, drinking fountain & seating area.	Marichu Martin			Linwood
30777	Option 1 - Cul-de-sac Norwich Street	I was wanting to say that the bus stops where they are currently located are not just a nuisance but a huge safety risk, they completely block vision of all oncoming cars and cyclists when trying to leave the driveway. Over the years we have had too many near misses as a result of this. These buses and bus service vehicles don't simply drop off passengers and leave but at times sit for 10/15 minutes at a time blocking access to our properties. Today I arrive home and find a notice from the council stating that this bus stop is going to further extend as an "interim stop" to directly outside my house, I am very angry at this. I do not want buses parked blocking my driveway at all, especially not for a prolonged period of time. If I find any buses or bus service vehicles blocking access to or from the property I am going to be very upset. Best solution is to go with option 1 in the proposal and block off Norwich Street. These buses are going to get somebody killed where they are. I am also not happy that I wasn't consulted about the bus stop moving to directly outside my house. The amount of trouble this is going to cause us is upsetting already.		Dean Holster			Linwood

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
30543	Option 2 - No left turn from Buckleys Road into Norwich Street	<p>- It significantly changes Norwich Street, I don't like it</p> <p>- Cars will be driving down & turn around go back all the time</p> <p>- Option 1 looks odd & I think it will encourage more bad behavior youths drinking gathering in large groups</p>		Paul Mateer			Central City
30268	Option 2 - No left turn from Buckleys Road into Norwich Street	Think of emergency services trying to access the area.	I would like to put in for some disabled parking out the front of the mall on the street where the new taxi stand is if your popping in to pick up medication from unicham you have to try find a park this would make it more accessible for disabled people.	Brodie Williams			Christchurch
30315	Option 2 - No left turn from Buckleys Road into Norwich Street	It aligns better with the mall entrance.	<p>Seems like 70% or more of the cost is going into road changes with either option. If this is such a busy bus stop then why is there not more bus shelter. I think adding a drinking fountain and other things miss the point. Just make it nicer to wait for the bus, don't make it into a park or playground. Shelter for sun and rain is what is needed.</p> <p>More shelter that what is there already. It seems that you are just moving the shelter and not increasing the size. More trees will help decrease the temp of this exposed area, double the tree count! Streets are only getting hotter and this village on the whole is not very nice for shelter and exposure.</p>	Caleb Martin			Linwood
30401	Option 2 - No left turn from Buckleys Road into Norwich Street	<p>I am submitting on my opposition to adding traffic lights onto Buckleys Road. I notice with some disdain that the option to have traffic lights is not mentioned on this form and is forgone conclusion. True consultation would give options to consult re the traffic lights and also to give a third option for Norwich Street - don't do a thing.</p> <p>This type of ram rodding of options to mess with traffic, and add yet more traffic lights to an over burdened city roading infrastructure, is typical. This form is a politically correct waste of time and money without true consultation options in it.</p> <p>Let me be clear - NO traffic lights. The only reason for adding them is to cater to laziness and spending hundreds of thousands of dollars to mess up traffic because of laziness is not an option and reasonable council would take.</p> <p>I also invalidate my options choices above as it is not really a choice is it without no being an option.</p>		shane Hollis			Linwood
30572	Option 2 - No left turn from Buckleys Road into Norwich Street	Option 2 seems less disruption for the residents in Norwich Street		Gabrielle Brooke			Linwood
30684	Option 2 - No left turn from Buckleys Road into Norwich Street	<p>Option 2 - exit from Norwich.</p> <p>We want exit from Norwich St. Many drivers of large vehicles use this street e.g. rubbish trucks, "not in service" buses, delivery vans, to turn onto Buckleys Road</p>		Colin & Ruth Wilson			Linwood
30465	Option 2 - No left turn from Buckleys Road into Norwich Street	I think this would be the best option because it would be a bit safer for people crossing the road. As it is now it is quite dangerous to cross there. Perhaps more signage and road markings for the crossings would be good too.	More signage for crossing the road.	Hazel and Jennifer Baker			Woolston

ID	Which option do you prefer?	Why this option?	Any other comments	Name	Organisation	Role with organisation	Suburb
30530	Either	I'm not bothered about A or B either way is good		Janet Parratt			Bromley
30542	Either	Both options look good	New Rubbish Bins Bus stops enclosed Recycling bins And a good clean up	Louise Ramm			Woolston
30416	Neither	I AM SORRY BUT BOTH OPTIONS SEEM TO IGNORE THE FACT THAT THE MAJORITY OF THE PEOPLE WHO TRAVEL BY BUS ARE: ELDERLY, SENIORS, PENSIONERS, DISABLED OF ALL TYPES, THE VERY POOR, STUDENTS WITHOUT MUCH MONEY, THOSE USING WHEELCHAIRS AND WALKERS BECAUSE OF DISABILITY, THOSE WITH LIMITED MOBILITY. BOTH OPTIONS WOULD SEEM TO HAVE THE CLIENTELLE LISTED ABOVE BE FORCED TO WALK MUCH FURTHER TO THE BUS STOPS. THE ORBITOR IN PARTICULAR PROVIDES TRANSPORT FOR MANY OF THE ABOVE GROUPS OF PEOPLE AND INCREASES THEIR INDEPENDENCE. BOTH OF YOUR PLANS SEEM TO LIMIT INDEPENDENCE. I SUGGEST LEAVING THE ORBITOR ROUE/BUS STOPS THE SAME WITH IMMEDIATE PRIORITY GOING TO THE IMMEDIATE INSTALLATION OF THE TRAFFIC LIGHTS BEOFRE SOMEONE GETS KILLED.	THE ABOVE ISSUES ARE OF NO CONCERN TO THE ELDERLY AND DISABLED WHO MAKE UP MOST OF BUS TAKERS.	Margaret Jardine	Margaret Jardine	SELF - CONCERNED CITIZEN	Redwood
30577	Neither	<p>Council has again designed a “Kill Zone” for people on bicycles. Buckley's Road by the Eastgate Mall to feature deadly design. Council needs to prioritize completing safe local cycle networks to support the Major Cycle Routes and to give all who would like to cycle the chance to do so and live.</p> <p>Please Council, people who ride bikes lives matter.</p> <p>I do NOT support. This is dangerous infrastructure. Council's own Cycle Design Guidelines do not support this project.</p> <p>Section “3.2. Local cycleways through urban commercial centres</p> <p>Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. ...</p> <p>Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered.”</p> <p>Section 3.2.3 “The cycle lane ideally needs to be ... (...1.8 to 2m). A wider lane also gives cyclists more protection from</p> <p>traffic movement and car doors opening into the cycle lane.”</p> <p>Neither option offers speed limit reduction. Option A has people on bicycles given a 1.5m wide lane hard up against bus stops. Average handle bar widths for upright cycles are at least 0.60m wide. A cyclist would have about 0.45m of buffer between buses parked hard up on the kerb and moving vehicles on the carriageway. The bus stops are 2.7m wide. Buses are between 2.4m and 2.7m wide.</p>		Michele Laing			Redcliffs

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		<p>The NZ Road Code recommends a safe distance when passing bicycles of between 1-and 1.5m for moving vehicles. This is the third busiest PT hub in Christchurch. Buses will be moving in and out of stops regularly. Vehicles on the carriageway may or may not practice safe passing.</p> <p>Buses have well known blind spots, drivers can be distracted and traffic congestion lead to quickly taking to the carriageway when a break appears. People on bicycles would be wise to forgo the bike lane and take the vehicle lane, if drivers put up with it, or notice them.</p> <p>People on bikes get a bit of a reprieve once past the bus stops as the cycle lanes widen to 1.8m when hard up against 2m wide on street parking. SUV's the leading seller in NZ, range between 1.725m and 1.985m wide. On street parking is limited to between 10 and 30 minutes, thus insuring frequent crossing of the cycle lanes.</p> <p>There is simply no excuse for this. It is homicidal design. The 4 traffic lanes for cars are each 3.2m. The centre median is 3.5m wide at its narrow point by the pedestrian refuge.</p> <p>Reducing the carriageway lanes and median widths to 3m frees up 1.3 meters. As the median is wider than 3.5m alongside the bus stops, even more space is available.</p> <p>Option B is infinitesimally better, but also fails to provide safe infrastructure.</p> <p>Spokes would be happy to sit down with staff to redesign this project. Staff sat down with those opposed to cycling on Ferry Road, High Street, Victoria Street and other projects. It is long past time for fair treatment for people on bikes, both in Council planning and on the road.</p> <p>Buckleys Road offers the most direct route to New Brighton and surrounding areas. Buckley's Road offers on again off again cycle lanes which fade out at many intersections. There are no direct or contiguous cycle friendly alternatives.</p> <p>The two alternatives to Buckleys Road offer on again off again on road cycle lanes which add 3-4.5k's to an otherwise 6k trip from Eastgate to the New Brighton Mall. The 8-80 year old cyclists Council wishes to encourage are abandoned and discouraged.</p> <p>A young woman, Fyfa Dawson, was recently killed by a truck crossing her lane. It was a needless, horrific and tragic death. People who cycle had repeatedly alerted officials to the risk. These were ignored.</p> <p>Reviewing this project and too many others it seems that Council policy outside of the Major Cycle routes is one of neglect for people who cycle. The local cycle networks are under developed with</p>					

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		<p>broken connections where they exist at all. The transport needs and choice for interested but concerned cyclists and even many experienced cyclists continue to be unmet. In what way is this equitable? In what way is it even moral?</p> <p>Some at Council may argue that cycling has received more than its share of funding. To assert this ignores decades of cycling receiving 0.05%-1% or less of the transport budget. At least 7% of commuters are on bicycles in Christchurch. Even at the historical low point 2%+ continued to cycle.</p> <p>Uptake of the new cycling infrastructure has been unprecedented. The need and demand for safe cycling infrastructure is clear. It also reduces congestion, lowers capital and maintenance costs, reduced greenhouse gas emissions and improves public health. None of those are benefits of motorized transport.</p> <p>The uptake of public transport in Christchurch has not improved. Most measures find it in decline. Public transport is important. Central government still applying the Fare Box Recovery requirement of 50% of expense to be met via fares and ECan's broken "Hub and Spokes" routes are unlikely to lead to an increase.</p>					
30641	Neither	<p>I choose neither! however in order to progress and to make this submission I must choose one. So I have only ticked one to proceed with the submission, NOT because I choose it. Despite two consultations with me at the Centre my comments with regard to parking, taxi stands and buses outside the shopping Centre were not listened to.</p>	<p>Bus Stops: I object strongly with both plans shifting the bus stop to the entrance of the Shopping Centre.</p> <p>Eastgate Shopping Centre is an important part of the community. It's well-being is also important.</p> <p>That includes its commercial well-being including giving our customers entrances that are open, light, clean, safe and accessible. This is of primary importance.</p> <p>The council has reneged on creating a bus lounge and I was advised by one of your project managers that the security and costs associated with that are a deterrent.</p> <p>We do not wish to take on those security costs by default by having the bus stops at our front door.</p> <p>We do not want to have urine, vomit graffiti, both paint and glass etched at or on our front doors or windows. We do not want the to have to bear the cost of having to provide extra security at out door way to keep customers safe.</p> <p>We have tenancies at those entrances and do not want them to be affected with idling buses, diesel fumes, shading and lines of people cluttering the front. Although, at one of our meetings, one of your team made comment something like, well the shop is empty. Yes one is but we do not need to create any more reasons why someone will not take on the tenancy. We are always striving to improve the Centre.</p> <p>Shifting the bus stops also has them in front of the entrance to</p>	Louise Ledger	Eastgate Shopping Centre	Centre Manager	Linwood

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			<p>the methadone clinic at the rear of the pharmacy. Anonymity and privacy would become an issue for vulnerable people using that entrance.</p> <p>Taxi Stands: As also commented at the meeting we had with the council the short term parks are critical to one of our tenancies in particular but are used frequently including courier /supplies delivery into the stores. Taking parking from the front door where customers can park and drop in quickly for coffee and food and go again would be detrimental to this business and create issues with delivery into the stores at the Buckleys Rd end off the Centre.</p> <p>We have an area allocated at our main entrance in the carpark for taxi pick-ups. It is not necessary for the taxis to be right at the front door. But it is necessary to allow access to the tenancies who's successful operation is critical to the Centre, you are wanting to pick up and drop off people to.</p> <p>In closing I wish to register my complete disgust at the wasting of my and my team's time, to consult with us on two occasions, at least two hours and absolutely nothing we said made any difference. We were not listened to and our comments and requests were ignored. That is totally unacceptable considering you are using the Centre as a point of needing bus stops. If the Centre being a successful and important part of the community is not a consideration then why are you putting bus stops here anyway.</p> <p>I note that one of you project team made a comment that although there are two plans there really is only one plan the council will run with but you had to do the consultation thing so the community felt involved.</p> <p>I fear that nothing we say will make any difference to the outcome and you are set on a path to ruin the entrances of the Centre, cause commercial damage to a business and force extra operating costs onto the Shopping Centres budget, ultimately paid for by the tenants.</p>				
30642	Neither	This option is not selected. However in order to make a submission I am required to choose one. I consider a "neither" option would be appropriate in the public consultation process.	<p>I represent the owners of the Shopping Centre.</p> <p>I reiterate the comments made by the submission from The Centre Manager of Eastgate copied in below.</p> <p>The commercial viability of this Centre is complex and is a balance between the community needs and commercial viability to have the Centre be a success for the owners investment and for the community.</p> <p>We spent sometime discussing options of having a bus lounge here at Eastgate facing Buckleys Rd. Your project manager advised the Center manager that, that would not be</p>	Gavin Fiddes	Augusta Funds Management Limited	Asset Manager	Central City

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			<p>progressing as there is no budget and the cost including security was an issue.</p> <p>The cost to us with the relocation of the bus stops to right outside the Centre will bring the security issues you are talking about to the door of the Centre. That pushes security, maintenance and cleaning costs on to the Centre and ultimately to the owners.</p> <p>I am disappointed to learn that the Council consulted twice with my Centre management team but were not prepared to consider the points brought up. And when asked about taking them into consideration were told to make a submission through the website. That is unacceptable consultation with one of the largest assets in Linwood that serves the community.</p> <p>I am also alarmed to learn that your project manager advised the Centre Manager that there really was only one plan the council wanted, option 1, but had to provide two for the consultation process.</p> <p>Centre Managers submitted comments:</p> <p>Bus Stops: I object strongly with both plans shifting the bus stop to the entrance of the Shopping Centre.</p> <p>Eastgate Shopping Centre is an important part of the community. It's well-being is also important.</p> <p>That includes its commercial well-being including giving our customers entrances that are open, light, clean, safe and accessible. This is of primary importance.</p> <p>The council has reneged on creating a bus lounge and I was advised by one of your project managers that the security and costs associated with that are a deterrent.</p> <p>We do not wish to take on those security costs by default by having the bus stops at our front door.</p> <p>We do not want to have urine, vomit graffiti, both paint and glass etched at or on our front doors or windows. We do not want to have to bear the cost of having to provide extra security at our door way to keep customers safe.</p> <p>We have tenancies at those entrances and do not want them to be affected with idling buses, diesel fumes, shading and lines of people cluttering the front. Although, at one of our meetings, one of your team made comment something like, well the shop is empty. Yes one is but we do not need to create any more reasons why someone will not take on the tenancy. We are always striving to improve the Centre.</p>				

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			<p>Shifting the bus stops also has them in front of the entrance to the methadone clinic at the rear of the pharmacy. Anonymity and privacy would become an issue for vulnerable people using that entrance.</p> <p>Taxi Stands: As also commented at the meeting we had with the council the short term parks are critical to one of our tenancies in particular but are used frequently including courier /supplies delivery into the stores. Taking parking from the front door where customers can park and drop in quickly for coffee and food and go again would be detrimental to this business and create issues with delivery into the stores at the Buckleys Rd end off the Centre.</p> <p>We have an area allocated at our main entrance in the carpark for taxi pick-ups. It is not necessary for the taxis to be right at the front door. But it is necessary to allow access to the tenancies who's successful operation is critical to the Centre, you are wanting to pick up and drop off people to.</p> <p>In closing I wish to register my complete disgust at the wasting of my and my team's time, to consult with us on two occasions, at least two hours and absolutely nothing we said made any difference. We were not listened to and our comments and requests were ignored. That is totally unacceptable considering you are using the Centre as a point of needing bus stops. If the Centre being a successful and important part of the community is not a consideration then why are you putting bus stops here anyway.</p> <p>I note that one of you project team made a comment that although there are two plans there really is only one plan the council will run with but you had to do the consultation thing so the community felt involved.</p> <p>I fear that nothing we say will make any difference to the outcome and you are set on a path to ruin the entrances of the Centre, cause commercial damage to a business and force extra operating costs onto the Shopping Centres budget, ultimately paid for by the tenants.</p>				

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30518	Neither	<p>I do not support either option. Option 2 marginally safer due to the closing of Norwich St. However, both options put cyclists in serious danger.</p> <p>The short term nature of all parking/stopping areas means that there will be very high numbers of cars, buses and taxis constantly crossing the cycle lanes. This will inevitably result in more avoidable collisions, leading to more incidents like the fate that befell Fyfa Dawson just a few weeks ago.</p> <p>Council's own design guidelines state: Section "3.2. Local cycleways through urban commercial centres</p> <p>Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered." I would add that that last comment really should read "...MUST be considered".</p> <p>This is an extremely busy intersection. It is also a commercial centre for the Linwood/Phillipstown/Woolston Area. People who choose to cycle to Eastgate should not be put in mortal danger, trying to navigate 1.5m wide cycle lanes between buses and cars travelling at 50km/h. The arrangement of end to end bus stops means that buses will rarely pull all of the way in to the kerb, and will frequently straddle the bike lane. I see this all of the time.</p> <p>There is a wide median (somewhere in the region of 3.5m) and 4 relatively wide traffic lanes on this road, all of which could donate 200-300mm to provide wider on-road cycle lanes at the very least, or preferably protected cycle lanes.</p> <p>The speed limit should also be reduced to 30km/h due to the likelihood of interactions between vehicles and cycles.</p>	<p>This is another case of council focusing only on providing safe cycle routes on the MCRs, and making cycling a total afterthought in every other scenario. By continuing to make proposals such as these, CCC is basically stating that the lives of the most vulnerable road users are only a concern in some very specific areas. In all other areas, it's survival of whoever has the biggest hunk of metal.</p> <p>There needs to be an overall masterplan for cycling facilities in this city that is non-negotiable. One that states that foremost the minimum requirements for protected or extra wide cycle lanes in areas where different road users come into conflict. It needs to be one that is not chipped away one consultation at a time by car supremacists who see the provision of bike lanes to mean "They're coming for our cars".</p>	Patrick Kennedy			Addington
30601	Neither	Daphne does not favour either option neither do I and I fell the same way she does.	Drinking fountain 1. Would almost certainly be vandalised, 2. Most people carry water bottles now.	Daphne Irvine			Bromley
30656	Neither	<p>Introduction</p> <p>Spokes does not support either option.</p> <p>This is dangerous infrastructure for people who drive, cycle, walk, bus and for residents. There is simply no excuse for this. It is homicidal design. Neither option offers speed limit reduction. Considering resident's access and safety concerns, safe pedestrian crossing and cyclist safety and the need to encourage motorist to drive to the conditions speed reduction is clearly needed. For years residents have complained of buses and cars blocking driveways, blocking vision when entering or exiting driveways, close calls and accidents due to the congestion of vehicles and pedestrians. With the need to increase bus patronage problems will only intensify with the need for more stops and more buses. Currently serving 3-4 buses the need will grow to 4-5 buses. The proposal fails to address road</p>		Dirk De Lu	Spokes	Submissions Convenor	Cracraft

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		<p>safety or patronage currently, let alone design for future increases.</p> <p>The Impacts on People Who Cycle</p> <p>As designed the project does not abide by Council’s own Cycle Design Guidelines. Section “3.2. Local cycleways through urban commercial centres Local cycleways through commercial centres ideally will be separated cycle paths to provide a comfortable and safe environment for cyclists. ... Where there is limited street space available other options such as wide cycle lanes or a slow street environment can be considered.” Section 3.2.3 “The cycle lane ideally needs to be ... (...1.8 to 2m). A wider lane also gives cyclists more protection from traffic movement and car doors opening into the cycle lane.” Option A has people on bicycles given a 1.5m wide lane hard up against stopped buses. Average handle bar widths for upright cycles are at least 0.60m wide. A cyclist would have about 0.45m of buffer between buses</p> <p>parked hard up on the kerb and moving vehicles on the carriageway. The bus stops are 2.7m wide. Buses are between 2.4m and 2.7m wide. The NZ Road Code recommends a safe distance when passing bicycles of 1.5m for moving vehicles. This is the third busiest PT hub in Christchurch. Buses will be moving in and out of stops regularly. Vehicles on the carriageway may or may not practice safe passing. Buses have well known blind spots, drivers can be distracted and traffic congestion lead to quickly taking to the carriageway when a break appears. Buckleys at Eastgate is both a timing point and bus driver change stop, increasing bus congestion and support vehicle parking. People on bicycles would be wise to forgo the bike lane and take the vehicle lane, if drivers put up with it, or notice them.</p> <p>The proposed designs do not reflect NZTA’s draft guidelines for bus stops. “Key consideration 9: Public transport operational requirements Operational aspects to consider in order to provide a fail-proof</p> <p>environment with room for growth/change in vehicle specification include: vehicle conflict areas should be avoided or engineering controls put in place, and reasonable allowance for growth in bus numbers and type using the interchange in the future.” Spokes would be happy to sit down with residents and Council staff to redesign this project. Staff sat down with those opposed to cycling on Ferry Road, High Street, Victoria Street and other projects. It is long past</p> <p>time for fair treatment for people on bikes and for non-commercial rate payers both in Council planning and on the road.</p> <p>Options</p> <p>1. This is the responsible option. The bus stops need to be taken off of Buckleys Road. Options need to be explored. S/W bound buses could turn into Eastgate at Russel Street using the loading and parking area in front of The Warehouse. Council could purchase 61</p>					

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		<p>Buckleys Road to provide N/E bound buses with off street stops and an easy return via Rhona St. Pedestrians using the signal at Russel St would also stop traffic allowing buses safe easy return to the carriageway. Alternatively McLean Street could become a cul de sac for providing a wide traffic free entry into 69 Buckleys Road being bought for stops and easy return. In either instance the existing signalized crossing at Russel Street provides pedestrians a safe crossing point. A big improvement over the non-signalized crossing now provided and proposed.</p> <p>2. The 4 traffic lanes are each 3.2m. The centre median is 3.5m wide at its narrow point by the pedestrian refuge. Reducing the carriageway lanes to 3m and median widths to 2.5m frees up 1.8 meters. As the median is wider than 3.5m alongside the bus stops, even more space is available. Council needs to sit down with the wider community to get this done right both to deal with current issues and to future proof. Doing things once and well is more economical of money and lives. Alternatives to Buckleys Road for people on Bikes Buckleys Road offers the most direct route to New Brighton and surrounding areas. Buckley's Road offers on again off again cycle lanes. There are no direct or contiguous cycle friendly alternatives. It desperately needs improvement. The two alternatives to Buckleys Road offer on again off again on road cycle lanes which add 3-4.5k's to an otherwise 6k trip from Eastgate to the New Brighton Mall. The 8-80 year old cyclists Council wishes to encourage are abandoned and discouraged. A young woman, Fyfa Dawson, was recently killed by a truck crossing her lane. It was a needless, horrific and tragic death. People who cycle had repeatedly alerted officials to the risk. They were ignored. NZTA has responded that all adopted practices and safety audits had been applied. The status quo of transport design is not fit for purpose. Let us learn from our mistakes.</p> <p>Reviewing this project and too many others it seems that outside of the Major Cycle routes Council is not addressing the needs of people who cycle. The local cycle networks are under developed with broken connections where they exist at all. The transport needs and choice for interested but concerned cyclists and even many experienced cyclists continue to be unmet. In what way is this equitable? In what way is it even moral? Numbers at counters outside the MCRs are falling, Buckleys Rd has seen a 3.0% decrease in average ridership in the last year, even though there is no MCR alternative that could explain the decrease. If the Council wants to be serious about reducing car traffic (increasing safety, reducing emissions), we need more separated infrastructure. This will also lead to further increases of people cycling both on MCR's and the local networks.</p>					

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		<p>Some at Council may argue that cycling has received more than its share of funding. To assert this ignores decades of cycling receiving 0.05%-1% or less of the transport budget. At least 7% of commuters are on bicycles in Christchurch. Even at the historical low point 2%+ continued to cycle. With hundred plus million dollar projects in the central city some local residents feel that their need for simply safe infrastructure is being neglected. Their rates benefit others, not themselves. Uptake of the new cycling infrastructure has been unprecedented. The need and demand for safe cycling infrastructure is clear. It also reduces congestion, lowers capital and maintenance costs, reduced greenhouse gas emissions and improves public health. None of those are benefits of motorized transport. The uptake of public transport in Christchurch has not improved. Most measures find it in decline. Public transport is important. Central government still applying the Fare Box Recovery requirement of 50% of expense to be met via fares and ECan's broken "Hub and Spokes" routes are unlikely to lead to an increase. People want the freedom and better health which cycling provides. People who ride or would like to ride bicycles have been neglected and endangered for far too long. It is time to focus on completing the networks which allow us all to safely choose to cycle when it meets our transport needs.</p>					
30687	Neither		Spoke to one neighbour in McLean Street and he bus drivers pee (urinate) on their hedge and front grass. Have you thought about where they can go or would health & safety be better on this point. Michael Browne as over page. Noise from the buses stopping was another point raised by neighbours.	Michael Browne			Linwood
30683	Neither	None if not broken no muck up with ratepayer money. Eastgate have had enough of road fixtures over the last few years.	Yes only pretend for input from public when the so called honest CCC have already started marking roads etc to public input don't matter just like broken footpaths east never fixed since earthquake but hey our Mayor doesn't care people & ratepayers rights don't exist. Bitterly disappointed as I was like others were big fans of Lianne but CCC is policilty motive labour far right	Taylor			Wainoni

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30597	Neither		<p>My friend, Mars Daphne Irvine of Hay Street, wishes me to write down and send to you, her feedback regarding the bus stop changes at Eastgate Mall. As a regular bus user at this bus stop for over 20 years, she has never had any problems crossing over Buckleys Road to or from the stop the lights at Linwood Avenue / Buckleys Road intersection and the lights at the Buckleys Rd/Russell Street intersection stop the traffic long enough for people to cross safely. Ay busy times, with people wanting to cross constantly, if there is an extra set of traffic lights installed, the traffic will become backed up. Through traffic from Aldwins Road and also Linwood Avenue traffic turning into Buckleys Road will cause massive congestion. She is explaining this to you, as a longtime observer of the movements of both bus passengers and traffic in this area. Having never been a car driving person, Daphne sees this from the perspective of a pedestrian / bus passenger and also the safety of the above. She also question the need for drinking fountain and child's play area in such a busy place. She would also like to see the trees either kept, or replaced at least. Daphne doesn't actually see that any change is necessary and feels that it functions perfectly well as it is. Further to this - has the person planning the child's play area understood that it will be a virtual impossibility for the parent of children playing in said area for both watch the children and watch for the arrival of the bus in order to wave it down? This part of the new plan is totally lacking in sound commonsense! Neither Daphne not I have computers.</p>	Caroline Murray			Woolston
30643	Niether		<p>I do not support either option, although option 1 appears to be marginally better.</p> <p>In a recent debate, the point was made by Cr Johanson that one of the reasons infrastructure ends up being so expensive in this city is the uncoordinated approach taken by council in planning infrastructure works. The current proposals are a great example of this uncoordinated and wasteful approach as they completely ignore the cycling goals the Council has set for the city. This appears to be the result of a lack of systemic integration of cycling as a co-ordinate form of transport in the planning aspect. This approach needs to be changed. Transport planning always must be planning that at least recognizes individual motorized transport, public transport, and active transport as co-ordinate forms of transport. Current transport planning in Christchurch outside the major cycleways is only focused on the first dimension form of transport, although it is the form of transport with the highest external cost and societal detriment.</p> <p>With relative little use of road space compared to motorized traffic, cycling can contribute to a reduction in traffic as well as a reduction of carbon emissions. Christchurch needs to take its cycling ambitions seriously if it wants to act on the declaration of a climate emergency. Furthermore, a higher uptake of cycling will also benefit the local economy. Money</p>	Jan Jakob Bornheim			Christchurch

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			<p>spent on fuel is money removed from the Christchurch economy, as it eventually goes to overseas petrol companies and oil-exporting nations. Money saved on fuel is money left over for Christchurch citizens to spend at local businesses.</p> <p>The particular problems with the current plans are as follows: The Ensons Road/Aldwyn Road/Buckleys Road/Pages Road corridor is identified as part of the local cycling network in the Christchurch Strategy Transport Plan 2012. The Christchurch Cycle Design Guidelines state that on arterial roads separated cycle paths should be considered first, because they provide the highest level of cycle comfort and safety. Buckleys Road is designated as a major arterial in Appendix 7.5.12 District Plan. Nearby traffic counters count 20,000 to 30,000 vehicles a day. In such an environment, anything less than fully separated cycling infrastructure is inappropriate. The importance of fully separated infrastructure can be seen by looking at the cycling count data. Unlike the major cycleways, which have resulted in an immense increase in cycling, Buckleys Road sees a declining number of cyclists. The Smartview data shows the following decrease of monthly users for the past six months:</p> <p>Nov-19 -6.8% Oct-19 -10.8% Sep-19 -12.6% Aug-19 -7.8% Jul-19 -2.7% Jun-19 -4.4%</p> <p>Keep in mind that this route is the main connection to the east and there is no major cycleway that could have soaked up the number of people riding bikes. This decrease is a function of the hostile road environment that forces people to not cycle.</p> <p>The numbers show that the current infrastructure of paint-only cycle lanes is not enough to see the kind of modal shift that separated infrastructure in high-traffic areas can create. If Christchurch wants to build future-proof and beneficial transport infrastructure now that accords with its strategic transport plan and which recognizes that a modal shift is necessary to really tackle the climate emergency, the plans for the redesign of the bus stops should take this into account and provide for safe, attractive, separated cycling infrastructure that can later be extended along the entire Ensons Road/Aldwyn Road/Buckleys Road/Pages Road and which can reverse the decline in cycling in that area.</p>				