

Organisations/businesses

1. Do you have any feedback on the peak hour bus lanes?

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Organisation and role
44233	Please see attachment.	Karolin Potter	Waihoru Spreydon-Cashmere Community Board Chairperson
44161	<p>As much as we support progress we do not believe the proposed peak hour bus lanes are beneficial to the small businesses along Lincoln Road.</p> <p>We have the Dairy at 35 Lincoln Road and the proposed changes to Lincoln Road will be detrimental to our business as it will remove all passing trade in the hours the bus lane operates. No provision has been made to allow customers and suppliers to stop at our shop.</p> <p>We believe there are alternatives to the current proposal that would benefit ourselves and the other small businesses in the area such as -</p> <ul style="list-style-type: none"> - If the trees were removed from the centre median between "private lane" and Sylvan Street then the centre median could be narrowed. In the same zone and where the footpath is wider, a small amount of room could be taken from the footpath. This would allow provision for some turn-out parking bays between numbers 27 and 39 Lincoln Road. <p>It would be beneficial to our business to retain the current designated loading zone giving delivery vehicles access to our shop within close proximity.</p> <p>We also believe that the proposed 30 minute time limit will impact on our own future plans for a small in-store eating area. We would prefer to see the parking in front of 35 and 35A Lincoln Road to have a time limit of 60 minutes.</p> <p>We also cannot support the idea of the bus lane operating between 10am and 2pm on Saturdays as this would almost takeaway all of our Saturday trade. Saturdays are strong sales days with many customers stopping as they move to and from sports and social activities between the proposed times. These customers far outweigh the sales volume of the before 10am and after 2pm shoppers.</p>	Russell Bodger	Sue's Shop (2014) Ltd. trading as 35 Lincoln Road Director
44277	Please see attached submission for feedback and further questions	Chris Abbott	Spokes Secretary and Submissions Convenor
43709	See attached	Owen Evans	Linden Grove Residents (not incorporated) Convenor
43813	Yes - see attached PDF	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	Please see attached submission	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited Property Development Manager

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Organisation and role
44309	See attachment	Matt Norwell	Barker & Associates – Director (McDonald's)

2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Organisation and role
44233	Yes	Karolin Potter	Waihoru Spreydon-Cashmere Community Board Chairperson
44161	No	Russell Bodger	Sue's Shop (2014) Ltd. trading as 35 Lincoln Road Director
44277	Yes	Chris Abbott	Spokes Secretary and Submissions Convenor
43709	No	Owen Evans	Linden Grove Residents (not incorporated) Convenor
43813	Yes	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	No	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited Property Development Manager

3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm?

Submission ID	3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm	Name	Organisation and role
44233	Please see attachment.	Karolin Potter	Waihoru Spreydon-Cashmere Community Board Chairperson
44161	We would say that this part of the proposal would have no impact on our store.	Russell Bodger	Sue's Shop (2014) Ltd. trading as 35 Lincoln Road Director
44277	Please see attached submission for feedback and further questions	Chris Abbott	Spokes Secretary and Submissions Convenor
43709	Not supported	Owen Evans	Linden Grove Residents (not incorporated) Convenor
43813	Yes - see attached	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	Please see attached	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited Property Development Manager

4. Any other feedback on this project

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
44233	Please see attachment.	Karolin Potter	Waihoru Spreydon-Cashmere Community Board Chairperson
44277	Please see attached submission for feedback and further questions	Chris Abbott	Spokes Secretary and Submissions Convenor
44224	RE: Halswell Road Widening - Wrights Road to Curletts Road I am the sole director of Halswell Road Properties Ltd, the owner of 1- 7 Halswell Road which is affected by the proposed road widening and road works proposed. The purpose of this submission is to oppose the Council's current design for the road upgrade works on the basis that it inappropriately compromises site access to 1- 7 Halswell Road through the prohibition of right turn movements into and out of the sole vehicle crossing that services these sites.	Greg Gimblett	Halswell Road Properties Ltd - Director

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	<p>Development Background</p> <p>1 Halswell Road historically contained a hotel (Harringtons) and 7 Halswell Road historically contained a Mobil petrol station. Of note is that there was historically three vehicle crossings servicing both sites, with all three crossings each providing for full turns. Also of note was that the petrol station would have been a significant generator of traffic into and out of its two site access locations.</p> <p>I purchased these sites in 2006 and developed the site in 2007. Even at that time, the road widening designation along Lincoln Road and Halswell Road was contained in the previous City Plan (and I understand it was in the Christchurch City Transitional District Plan before that), so the Council's long term plans to widen the road were known at the time, and the Council was certainly aware of these plans when I applied for subsequent resource consents to further develop these two sites.</p> <p>7 Halswell Road – Commercial Development</p> <p>In March 2007 I applied for resource consent to redevelop the petrol station site with a commercial development that would contain six tenancies. Site access for both 1 & 7 Halswell Road was being reduced from three vehicle crossings to a single vehicle crossing located centrally between the two sites. Full turns would continue to be provided at the single vehicle crossing and I considered this to be a significant road safety benefit being cognisant of the arterial function of Halswell Road and the road widening project at the time.</p> <p>This application was processed as RMA92008618, with approval being given in May 2007. It is important to note that as part of processing this consent application, the Council had specific discretion over the site access arrangement and traffic generation, and noted that:</p> <p>“By eliminating two of the existing vehicle crossings this reduces the possible conflict points for passing pedestrians by increasing safety: only one vehicle entrance to cross instead of three. The new arrangement will provide better traffic protection to Halswell Road than the present situation even though the scale of the proposal may be greater than the existing. Using traffic generation rates produced by the RTA the previous service station along with the existing restaurant/bar would have generated approximately 6001 vehicle trips per day more vehicles trips per day than the proposal..... the net effect is positive”</p> <p>Put simply, I worked with the Council at the time to have a development proposal that offer road safety benefits, compared to the historic situation, based on a single site access point with full turns, and a lower traffic generation from the site. The Council's roading engineers, who must have considered the proposal whilst also being cognisant of the road widening works, agreed.</p> <p>Constructed in 2007 in accordance with the resource consent approval, this commercial building of six tenancies contains approx. 770m² of lettable space. It has been fully let for 12 of the last 14 years. During 2014-2017 vacancy was 25%. These high occupancy rates confirm that the commercial development is not only economically viable for the significant commercial investment that has been made, but that the site is a popular location for the provision of commercial services to the community. A critical consideration in all of this is the current ability to make right turns both into and out of the site to provide for convenient site access for customers. I reiterate that this remains a site access arrangement, with full turns being available, that was specifically agreed to by the Council through the resource consent approval process.</p> <p>7 Halswell Road – Medical Centre</p> <p>In March 2014 the Council approved RMA92025168 which was for the conversion of Unit within the 6-unit commercial development from being a real estate office to a medical centre. There were no changes proposed to the existing parking and access areas on the site as a result of this proposal.</p> <p>At the time it was estimated that the conversion from offices to a medical centre would increase site generated traffic volumes from around 374 vehicle trips per day to around 445 vehicle trips per day. While consent has previously been granted in relation to the high traffic generator rule for the previous developments on the site, the increased site generated traffic volume resulting from this proposal means that traffic generation was required to be reassessed in this consent application. In other words, the Council had a second opportunity to evaluate site access for the development and did so also in the knowledge of the planned road widening works.</p>		

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	<p>Mr Calvert, a senior transport engineer employed by the Council, assessed the application and reported that</p> <p>“The site is estimated to generate more than 250 trips per day and contains more than 25 car parking spaces and is therefore assessed as a high traffic generator. The site has previously been assessed as a high traffic generator and little has changed since that last assessment. The CAS data provided indicates that the existing access does not create any safety issues and the additional traffic predicted to be generated by the medical facility is unlikely to have an impact on the safety (or efficiency) of the area.</p> <p>This was the second time that site access arrangement, with full turns being available, was specifically agreed to by the Council through the resource consent approval process.</p> <p>1 Halswell Road –Bill’s Bar</p> <p>As noted above, a bar/ restaurant has operated on this site since the late 1990s first as Harringtons then Hunt & Hound, and then Digbys before being renamed Bill’s Bar.</p> <p>In July 2008, a Section 127 consent was approved to vary the conditions of RMA92007844 in relation to the conversion of unused bedrooms on the first floor of the tavern into a manager’s residential unit. In addition, this consent variation formalised the as-built layout and tenancy/activity mix of the new commercial building and other minor site layout changes.</p> <p>The bar has recently (2021) undergone refurbishment with the addition of an outdoor seating area, exterior and interior refurbishment.</p> <p>Current Tenancies</p> <p>The current tenants of the commercial development are:</p> <p>Hillmed Health This medical practice was provided Council planning approval under resource consent RMA92025168 and has operated on the site since 2014. Prior to that the practice operated out of a building in Coppell Place for many years prior servicing the local community.</p> <p>Aspiring Kitchens A showroom and office for a kitchen renovation company since 2019.</p> <p>City Laundromat A self-service Laundromat due to open in Dec 2021.</p> <p>Gorkhali Chulo An Indian/Nepalise restaurant that has operated on this site in various forms since 2007 offering takeaway and dine in.</p> <p>Big Daddys Liquor outlet Formally Superliquor and Harringtons since 2007.</p> <p>Azura Hair Studio A hair studio has been operating from this premise since 2007.</p> <p>For all of my tenants, a key consideration with them establishing on the site is the single access point, with full turns being available. At a risk of labouring the point, this is a site access arrangement specifically considered and approved by the Council on two occasions, and specifically with the knowledge of the proposed road widening.</p> <p>The Road Widening Proposal</p> <p>I received a letter via the NZ Postal system dated 1st November in early November advising of the Councils intention to purchase land to enable the widening of Halswell Road. No detail of the proposed road works was included in the letter. The consultation document detailing the proposed works came on the 23rd November, with advice that submissions would close on the 12th December.</p>		

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	<p>I have significant concerns with the Councils proposal to not provide for right turns at the site access point. It is critical that the medical centre in particular has convenient site access, and to my thinking, providing right turns at the site access point is a safer design option than providing for U-turns somewhere else along the road. Following discussion with my traffic engineer, he considers that a right turn entry slot is easily achievable, and that any safety concerns the Council might have are unlikely to be justified given that the additional traffic lane being constructed is not a general traffic lane but instead limited to buses and cycles only and that there will be no additional opposing traffic flow over the existing situation. In other words, the Councils latest proposal does not add any additional right turn entry risk compared to what exists, but that right turn exits might be more problematic given the additional roadway width to cross if leaving the site.</p> <p>Together with my traffic engineer, we sought a meeting with Council on the 30th November to understand what Council was proposing and to discuss effects that the current proposal would have on the site and the businesses that operate from the site. We specifically offered a design solution that would provide for right turns into the site, but not provide for right turns out of the site. This meeting proved to be a waste of our time, with Council project manager advising that we should make a submission. He further advised that the reason for right turns not being provided at the site access was on the basis of a completed safety audit. We asked for a copy of said audit. He advised that if we wished any further information we should make it under a Local Government information request – a strange comment when we came to have meaningful consultation with the Council that has a mandate, and a legal requirement, to consult with the community of road proposals.</p> <p>We subsequently were advised by the Council that a safety audit was work in progress and had not been completed. The Council still refuses to release said safety audit, and to date has provided no justification for the loss of full turns at the site access, or even only right turns in as we are willing to accept, even though the Council's design provides identical right turns slots to cater for higher turning volume at the Sylvan Street and Annex Road intersections.</p> <p>It appeared that very little work, if any, had been undertaken on alternative designs and a safety report had not been undertaken which I now understand is fundamental to this type of work. We were also advised</p> <p>I am further disappointed that no attempt was made by Council to discuss this proposal with any of the tenants or myself, at any time given that we operate a significant footprint in this commercial neighbourhood area, and have done so since 2007. Rates alone for these properties amount to approximately \$30,000 per annum. Previous attempts in 2019 resulted in a similar poor outcome when a completely different scheme was proposed albeit on the back of the Addington village road widening section.</p> <p>The proposed works will have a significant detrimental effect on the businesses that operate from the site and on the value of the properties. No right turn into the site, and no right turns out will excessively impact on customers using the businesses at 1-7 Halswell Road. The expert engineering advice that I have received is that a right turn into the site could be achieved safely, yet the Council are unwilling to consider this in our discussions to date.</p> <p>To date I have redeveloped these sites with lower site generated traffic volumes than what has historically occurred, and now with a single access point instead of three. This access arrangement has been specifically approved by the Council with full turns, and even now I am willing to discuss a possible right turn exit restriction as long as a right turn entry can be provided for – especially since identical facilities are being provided elsewhere with the Council's design.</p> <p>As currently proposed by the Council, this project will have a significant impact on me, and my tenants wellbeing. We are all concerned what this proposal will do to our livelihoods, businesses and the long-term financial implications. These businesses support many staff, customers and patients. The process means that I have to engage professional help at significant cost to protect my interests and to make submissions on my behalf.</p> <p>The questions in the online submission seem to all centres on the operation of the bus lanes not the effects that the bus lanes will have on residents and ratepayers, who will directly be affected.</p> <p>I remain willing to consult with the Council provided the Council staff are willing to be better informed, and actually willing to consider alternate design solutions. I wish to be heard in support of my submission and any hearing.</p>		
43709	Potential tail backs at right turning lanes, Curletts Road, Annex Road, Sylvan Street.	Owen Evans	Linden Grove Residents (not incorporated) Convenor

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
43813	Yes - see attached	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	Please see attached	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited Property Development Manager
44182	<p>As the proprietor of Bill's Bar & Bistro, 1 Halswell Road Hillmorton for nearly 20 years, I would like to strongly object to the current plan that prevents a right hand turn into our complex of various shops and businesses.</p> <p>I understand the need for bus lanes and it's fantastic, but not allowing an opening will impact us greatly and cause considerable grief.</p> <p>Some points to consider:</p> <ol style="list-style-type: none"> 1. Major disruption for our delivery and recycling trucks not being able to turn right. The proposed Annex Road U-turn is too small for them so they will have to backtrack quite a long way - bad for emissions. 2. First responders. On the odd occasion when we have had to call an ambulance for one of our patrons, a no right turn could have fatal consequences. This is especially apt as a very busy Hillmed medical Centre is next door. 3. The Fire Brigade as well as the police will be incredibly disadvantaged with the proposed no right turn. We have been experiencing a very high rate of violent robberies and break-ins recently. This again could have very serious implications with a no right turn. 4. I understand that you can make a U-turn at Annex Road but this will be inconvenient for some local residents who will perceive this to be a hassle thus taking their trade elsewhere. 5. These points may seem inconsequential to you but I know a no right turn will have a severe impact on my business and my neighbours businesses - especially in this current climate. I implore you to reconsider the current plan and leave an opening so we can operate as we do now and all enjoy our beautiful city. 	Kim Davies	Bill's Bar - Owner

10 December 2021

Sam Sharland
Engagement Advisor
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Christchurch 8154

Beckenham Service Centre
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Hello,

Submission on Lincoln Road Peak Hour Bus Lanes

The Waihoru Spreydon-Cashmere Community Board appreciates the opportunity to provide a submission on the Council's Lincoln Road peak hour bus lanes proposal.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

The pre-engagement process for this project was excellent, and we appreciate the opportunity to be briefed on the proposal from an early stage. We are pleased that the Council has incorporated feedback from the Board, community and businesses into the final draft design. For example, we strongly support the retention of parking at the Hoon Hay shops and the introduction of a right-hand turn arrow at the Lyttelton Street / Lincoln Road intersection.

We encourage the Council to incorporate trees in berms wherever possible where they are not currently proposed (for example, Wrights Road, Lindores Streets and Parade Court), noting our appreciation that the draft design includes numerous trees in other areas.

Overall, we strongly support the proposed design.

The Board would like to speak to its submission.

Yours sincerely,



Karolin Potter
Chairperson, Waihoru Spreydon-Cashmere Community Board

Submission #44277

Spokes Submission to CCC on Lincoln Road peak hour bus lanes

<https://ccc.govt.nz/the-council/haveyoursay/show/461>

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor (and Secretary), Chris Abbott in the first instance. His contact details are:

Address: 101B Nayland Street, Christchurch 8081
Phone: 021 654 344
Email: secretary@spokes.org.nz

Spokes supports the submission of Halswell Residents Association (Inc) with regard to **road layout** and acknowledges the use of HRA's submission in producing our submission. Spokes has no comment on **the proposed hours of operation** nor on **bus stops and shelters**.

Spokes is pleased to see this proposal to increase the priority of public transport within Christchurch. The improved provision of public transport:

- Favourably supports both CCC's and the government's response to our acknowledged climate change crisis
- Reduces congestion on Christchurch's roads
- Improves the desirability and uptake of active transport due to a safer and less congested road network. This is helped by the ability of all Christchurch public buses to carry up to three "standard" bicycles.

Background

<https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b>

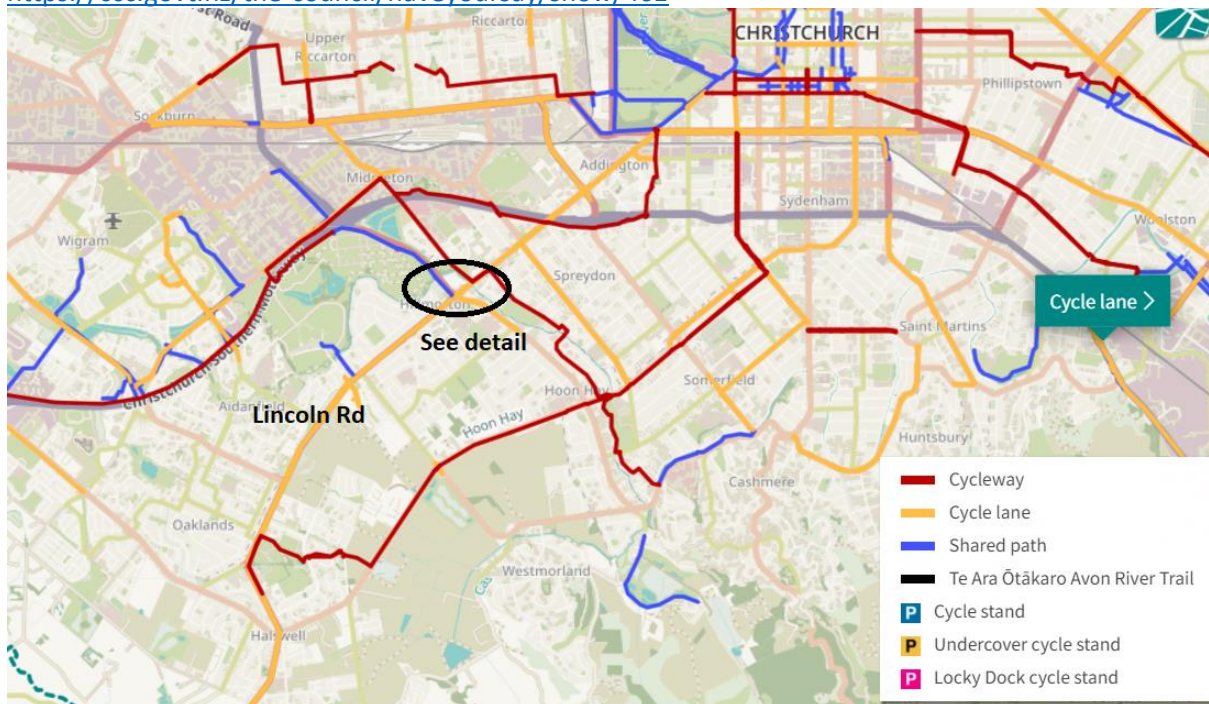
categorises cyclists into four arbitrary – but very useful - groups:

- 1) **Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure
- 2) **Enthusied and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place
- 3) **Interested but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place
- 4) **No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place

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<https://ccc.govt.nz/transport/cycling/cycling-maps> Christchurch cycle map



<https://ccc.govt.nz/transport/cycling/cycling-maps> Christchurch cycle map - detail

Lincoln Rd runs along the main yellow road into the SE (bottom right) corner of Hagley Park in the above map. Spokes expects that the installation of peak-hour bus lanes along Lincoln Rd will reduce vehicle traffic (the majority of whom have a single occupant) by a little. In particular Spokes reiterates Halswell Residents Association (Inc) section on road layout, reproduced below.

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Road layout

1. "We [HRA] understand that Waka Kotahi will be installing a shared path along SH75, from Dunbars Road to Curletts Road that will provide a safe route to Hillmorton High School.
2. "The Nor'West Arc Major Cycle Route crosses Halswell Road around 150m from Curletts Road.
 - a. The shared path that Waka Kotahi is providing should be extended as part of the current City Council project to the Nor'West Arc crossing of Halswell Road (essentially to Annex Road) and the cycling connectivity it provides.
3. "Not providing this shared path would generate a "gap" in the cycling route from Halswell; such gaps are well known to be major disincentives to more timid cyclists getting out on their bikes. Furthermore, the high frequency [bus] service[s] that will be operating along this route comprising routes 7, 60 and 100 mean that people on bikes will be sharing with lots of buses".

Additionally Spokes notes:

4. Lincoln Rd is not a major cycleway but does have cycle lanes on both sides of the road. It is suitable for the strong and fearless, and many who are enthused and confident. For the interested and concerned there are nearby but less direct off-road cycle paths as shown in the Christchurch cycle map above.

Summary

1. In general terms Spokes supports the introduction of Lincoln Road peak hour bus lanes as detailed in this consultation. In particular Spokes appreciates:
 - The consideration given to safer active transport in general
 - The wider footpath along Lincoln Road between Curletts and Wrights roads – new width of 2.3 metres
 - The new various turning restrictions that appear to meet their aim of improved safety
 - The additional pedestrian crossings
 - Assessment of street lighting – hopefully with night-time cyclists in mind
2. Spokes asks that as part of these changes (or as soon as possible otherwise) the shared path that we understand that Waka Kotahi is providing be extended as part of the current City Council project to the Nor'West Arc crossing of Halswell Road (essentially to Annex Road) and the cycling connectivity it provides.
3. Spokes asks that CCC answer the questions in the following appendix please – in advance of any public hearing, so that we may better prepare our verbal submission.

Kind Regards, Chris Abbott

Secretary & Submissions Convenor, Spokes Canterbury

secretary@spokes.org.nz

www.spokes.org.nz

Cell: 021 654 344

Submitted online at <https://www.ccc.govt.nz/the-council/haveyoursay/show/461> on [12/12/2021](https://www.ccc.govt.nz/the-council/haveyoursay/show/461) at c.2210 by Chris Abbott,

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Appendix 1 Questions

- 1) How will the bus lanes between Wrights Road and Whiteleigh Ave be used outside of bus lane operating hours? In other words, are there any restrictions on the use of these bus lanes outside bus lane operating hours?
- 2) Is there anywhere else within Christchurch where this treatment of bus lanes has been implemented on a four-lane road?
 - a. Is there anywhere else within New Zealand – or overseas - that this has been implemented?
 - b. Was consideration given as to whether T2 lanes would be more effective? If so, may we please see the analysis?
- 3) What width are the cycle lanes shown? (NB page 24, Section 2.2.4 of CCC's Cycle Design Guidelines (<https://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchCycleDesignGuidelinesWEB.pdf>) specify that "The cycle path ideally needs to be wide enough for cyclists to pass one another (approximately 1.8m to 2m on both sides of the road)."
- 4) On the consultation page, under "what it means for cyclists", it states "Wide 4.2 metre bus lanes on Lincoln Road between Wrights Road and Curletts Road, providing more room for cyclists." These bus lanes are alongside existing cycle lanes. Spokes asks if we may see the safety analysis for this option please.
- 5) Can CCC please confirm that U turns will not be permitted at Twigger Street, or anywhere else along Lincoln Road? Spokes is generally opposed to any allowance for U turns on such a busy stretch of major road.
- 6) Can consideration please be given to starting bus lane times at 2:30pm in the afternoon on weekdays? Spokes believes that this should be the same across the entire city, as that is often when parents / caregivers start to arrive to collect children who aren't walking / cycling / scootering / skating away from school.
- 7) Will the pedestrian crossing points be able to be used safely by those in wheelchairs and other mobility devices? One of Spokes' very active members is a postie, and drives a NZ Post Paxster (similar to a golf cart) around the footpaths of western Christchurch. She observes that a lot of footpaths and crossing points are terrible, ie uneven and seemingly intent on throwing her off her vehicle and the mail that she is carrying onto the path! She states that many junctions are "only good for those walking (and with good balance and eyesight)".
- 8) How is CCC aiming to create an environment that encourages a safer travelling speed, i.e. 50km/h or less? A lot of roads with raised medians are perceived to have a speed limit of 60 km/h.
- 9) What consideration has been given to possible push-back on preventing right-turns in and out of Domain Terrace. Spokes agrees that turning arrows are definitely needed for Lyttelton St/Lincoln Rd intersection (all options). What alternatives have been considered for Domain Terrace? Could full lights be installed at Domain Terrace, synched up with the Nor'West Arc cycle crossing? Did CCC assess whether access on the NE side into/out of Hillmorton should be restricted to left in/left out? Please may Spokes please see the safety analysis for this intersection?

Submission #43709

Key feedback points on proposed changes to Lincoln Road. Linden Grove Residents

1. Inadequate communications. Parts of Linden Grove (Mokihi Drive, Seagar Lane, etc) did not get mail delivery of the hard copy information.
2. What population projections were factored into the model given the significant increase in housing south of Lincoln Road and what account was taken of the future increase in Hillmorton Hospital services?
3. General concern about reducing 4 lanes to 2 for cars, to accommodate the bus lane in peak times from Whiteleigh to Wrights Road. Congestion and delays for motorists will increase, mornings and evenings.
4. Annex Road entry and exit:
 - length of the right-hand turning lane on Lincoln Road – inadequate at peak times and excess right turning cars will therefore block Lincoln Road. This right turning provision is shorter than the one into Sylvan Street
 - same issue with u-turn bay. At peak hours in particular the flow of cars from Annex Rd will not be able to be accommodated in the centre of the road or the u turn space. This will create a very dangerous situation. (“way safer” stated as one of the aims). Note also comment about increased services at Hillmorton Hospital and an increase in those using Annex Road.
5. Clarification required re the use of the bus lanes off peak. Only cycles?
6. Has the T2 option been considered – using bus lanes for cars carrying more than one person
7. Halswell Road /Curlletts Road junction. A lot of traffic heading south turns right onto Curlletts to access the motorway. Green Arrow for cars turning right is sited here but not activated and therefore already a dangerous situation and creates a backup of cars. These will spill into the straight through lane.
8. Sylvan Street exit into Lincoln Road, left and right: visibility issues with parked cars on North side of street. The bus stop on left and turning right trees on median strip will impact on visibility.
9. There is a general issue around suitability of trees and visibility for motorists.
10. Hillmorton Street. This is one of two main access road into Linden Grove, Hillmorton Hospital, and other DHB facilities. Greater use of it could help mitigate congestion on Lincoln Road, but it is very narrow in parts, and has a dangerous exit onto Wrights Road. Cycle lights are very awkwardly placed immediately after the intersection. Residents have seen cars going through the red lights. In addition, there is a large, unnecessary and dangerous concrete kerbing extending into Hillmorton Street just before the intersection. Possibly a hangover from before the cycle way was put in. Why was a right turning option not included in the cycle plan with controlled lights, and diagonal road painting to eliminate cars stopping to allow those who might wish to turn out of Hillmorton Street when cyclists / pedestrians are crossing Wrights Road?



Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
448 Wigram Road,
CHRISTCHURCH, 8025

Submission: Lincoln Road peak hour bus lanes (City Council)

Date: 1 December 2021

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

The Association Chairperson is John Bennett; the Co-Secretaries are Adele Geradts and David Hawke; and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at secretary.HRA@gmail.com

Overall comments

1. Given that Halswell Road and Lincoln Road is the primary route for Halswell people travelling to the central city, we have had a long-standing interest in pursuing the implementation of these bus lanes.
 - a. Our concern is that City Council has been sitting on its hands as the problem builds, to the extent that buses travelling this route during peak times are significantly delayed.
 - i. As an example, in February and March 2018 scheduled 35 min trips on route 7 from Knights Stream to the bus exchange during the morning peak took around 58 min or 23 min late. In contrast, mid-morning trips ran on time.
 - ii. We documented these data for our annual plan submissions in 2018. Since then, Halswell's population has continued to grow.
 - b. We are therefore very happy that a proposal has finally come out for consultation.
2. We have recently run two Facebook surveys from the Halswell Community Facebook page about public transport and about car use respectively:
 - a. 66% of 155 respondents who catch the bus are travelling to either the Central City or to Christchurch Hospital.
 - b. 49% of 146 respondents from the same survey say that the primary reason they don't catch the bus more often is that it takes too long – easily the largest factor.

- c. 57% of 96 respondents from the car use survey say they drive a car to the central city.
 - d. 27% of the same respondents would consider a park and ride option if it were offered, and 22% are not sure.
3. We conclude that the proposed bus lanes are needed, and should be expedited. Not only would the proposed lanes decrease travel times, they would make the bus option more attractive to people not currently using the bus.

Road layout

1. We understand that Waka Kotahi will be installing a shared path along SH 75, from Dunbars Road to Curletts Road that will provide a safe route to Hillmorton High School. This will be separate from the bus priority lane.
2. The Nor'West Arc Major Cycle Route crosses Halswell Road around 150 m from Curletts Road.
 - a. The shared path that Waka Kotahi is providing should be extended as part of this City Council project to the Nor'West Arc crossing of Halswell Road (essentially to Annex Road) and the cycling connectivity it provides.
3. Not providing this shared path would generate a "gap" in the cycling route from Halswell; such gaps are well known to be major disincentives to more timid cyclists getting out on their bikes. Furthermore, the high frequency service that will be operating along this route means that people on bikes will be sharing with lots of buses.

The proposed hours of operation

1. The proposed weekday hours of operation would meet current needs for commuters, and we strongly support them.
2. The weekend hours of operation are (to us) more about cycling safety and connectivity than about buses running to time.
 - a. However, we can see that as Halswell's population continues to grow these weekend hours will be increasingly important to buses.
 - b. We therefore support the proposed weekend hours. It is better to be forward – looking rather than reactive; in our experience, both City Council and Waka Kotahi are very slow at reacting to evolving situations.

Bus stops and shelters

3. We have no particular opinion as to bus stop location, but real-time bus monitors must be installed at every stop.

Lincoln Road Peak Hour Bus Lanes - Assessment of Impact on Addington New World

Prepared for: Foodstuffs South Island Limited

Job Number: FSIL-J030

Revision: Final

Issue Date: 7 December 2021

Prepared by: Jae Morse, Graduate Transportation Engineer; Dave Smith, Technical Director

Reviewed by: Dave Smith, Technical Director

1. Introduction

This technical note presents the outcomes of an assessment of the proposed Lincoln Road peak hour bus lanes project proposed by Christchurch City Council on the consented Foodstuffs South Island Limited (Foodstuffs) Addington New World supermarket on the southwest corner of the intersection of Lincoln Road and Lyttelton Street. The location of the consented supermarket site and consented two-way access on Lincoln Road is shown in **Figure 1.1**.



Figure 1.1 Location of Site and consented two-way access onto Lincoln Road

The supermarket includes provision for a two-way access which enables left and right turn in and left turn out for shoppers directly onto Lincoln Road located approximately 10 metres to the west of Torrens Road. The consented access also has a bollard-controlled egress lane for right-turning semi-trailers servicing the site. The consented supermarket also includes a left turn in only access located further to the west approximately midway between Torrens

Road and Lyttelton Street. **Figure 1.2** shows the two-way access arrangement at the western Lincoln Road access and the left in only further to the east.

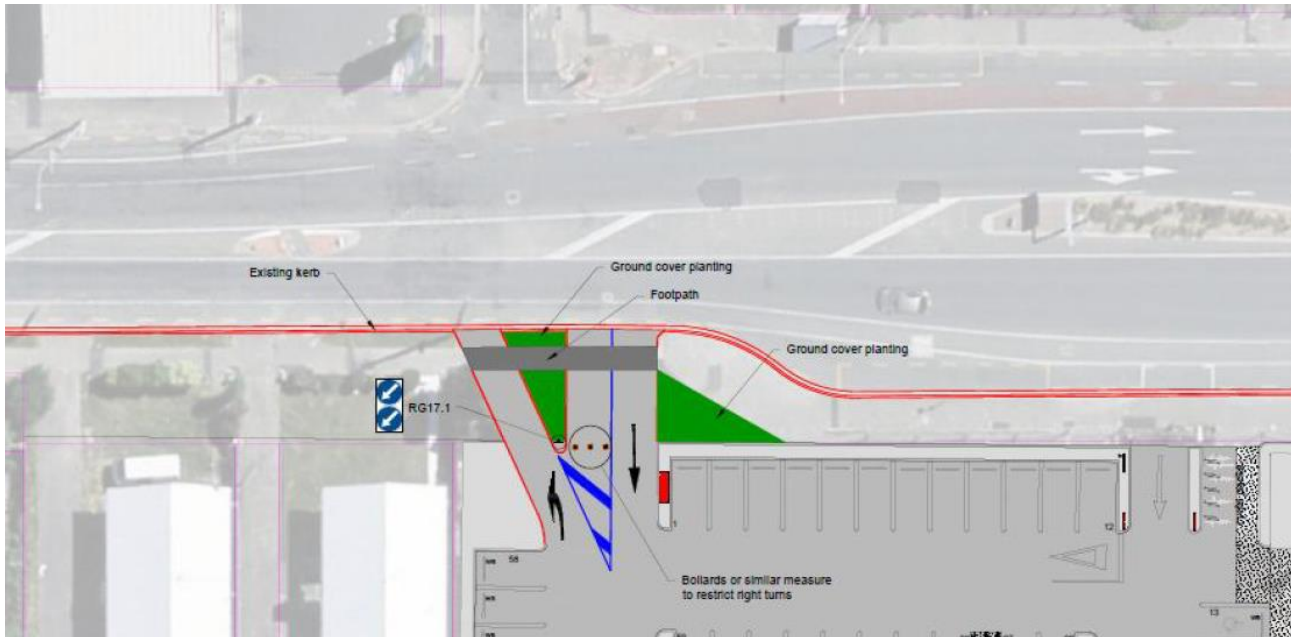


Figure 1.2 Consented two-way access arrangement

Christchurch City Council are currently consulting on a proposed upgrade to Lincoln Road including the installation of bus lanes. At the location of the two-way supermarket access onto Lincoln Road, a raised median is proposed as part of the works including a channelised right turn into Torrens Road. This is shown in relation to the location of the consented access in **Figure 1.3**.



Figure 1.3 Lincoln Road proposed corridor improvements along supermarket frontage

2. Impacts on site operation

The installation of the raised median and channelised right-hand turn from Lincoln Road to Torrens Road has significant potential to preclude Foodstuffs from implementing the consented access configuration. These significant impacts on Foodstuffs include:

- Removing the right turn in movement for customer access – this would force customers accessing the site to turn right from Lincoln Road into Lyttelton Street and the right again into the site with associated increases in distances travelled by customer vehicles; and
- Removing the semi-trailer right turn out movement – this would require a significant re-design of the consented carpark design and feasibility assessment to determine if semi-trailers are able to turn around and egress using the Lyttelton Street two-way access.

The current flush median arrangement accommodates these right turn movements so the consented access could be constructed based on the current receiving environment with a vehicle crossing application. If the Lincoln Road bus improvements including raised median and channelised right turn were to be constructed, Foodstuffs would require Community Board approval to implement the consent. This is because physical works would be required within the road reserve to remove the raised median and right turn into Torrens Road and reinstate the ability to turn right into and out of the site as shown in **Figure 1.2**.

The significant risk here is that the restrictions on the access imposed by Council may preclude Foodstuffs from implementing their supermarket consent as it will not be feasible to service the site with semi-trailers or to provide a sufficient level of access for customers accessing the site from the south and west.

2.1 Requirement for right turn into Torrens Road

To understand the justification for constructing a right turn into Torrens Road as part of the physical works, Abley have conducted a survey on Thursday 2nd December 2021 of the number of vehicles turning right into Torrens Road from Lincoln Road and the number turning right out of Torrens Road to Lincoln Road. The survey covered a half-hour period during both the morning and evening peak hours. **Table 2.1** shows the results of this survey, with the numbers being extrapolated to be indicative of an entire hour period (doubled).

Table 2.1 Torrens Road surveyed hourly demands

Time	Right turn in	Right turn out
Morning Peak Hour (8-9 am)	10	2
Evening Peak Hour (5-6 pm)	12	8

The surveyed flows are very low and in the context of the corridor are considered negligible, with the highest demand being six vehicles turning right into Torrens Road during a 30 minute period (equivalent to one vehicle every five minutes of 12 vehicles per hour). This included a single fuel tanker movement using the Torrens Road access which could only negotiate this movement by ‘cutting the corner’ and tracking across the southbound lane of Torrens Road.

By contrast the consented supermarket trip generation (from the Integrated Transportation Assessment prepared by Abley in 2017) estimated 27 vehicles turning right into the supermarket site using the two-way access on Lincoln Road. This is 125% higher than the surveyed demands on Torrens Road and demonstrates that precluding the right turn into the supermarket would have a greater impact on the transport network than retaining a right turn into Torrens Road. It is further noted that supermarket trip generation across the course of the day is generally consistent, whereas Torrens Road is dominated by residential activity which is expected to predominantly generate traffic during the commuter peak periods with very little demand for the right turn during the business day.

2.2 Alternative routes for right turning traffic

The 27 vehicles per hour expected to turn right into the supermarket from Lincoln Road would be required to turn right at the Lyttelton Street / Lincoln Road intersection shown in **Figure 2.1** if the consented access were not formed. This would result in additional vehicle travel on the network including additional pressure on the right turn into Lyttelton Street that has the potential to affect the operational efficiency of the signals at the Lyttelton Street / Lincoln Road intersection.

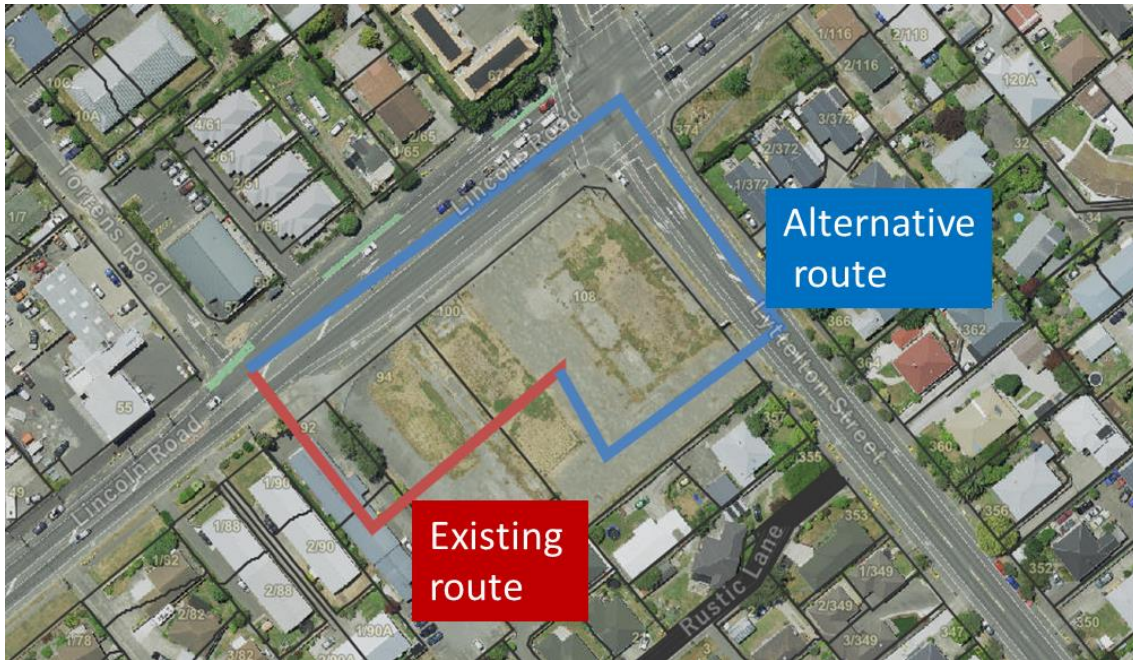


Figure 2.1 Alternative access to the site

Acknowledging the low demands for right turn movements at Lincoln Road and Torrens Road, if this were to be restricted in the future to be left in / left out only, there are two alternative routes available. Vehicles are able to use Wrights Road and Hillmorton Street to access Torrens Road, or can turn right into Sylvan Street and Hillmorton Street as shown in **Figure 2.2**. Observations during peak periods indicated that these side streets were relatively quiet and there would be ample capacity to accommodate the up to 12 vehicles per hour that would require one of these two alternative routes.



Figure 2.2 Access Options to Torrens Road

3. Discussion and recommendation

There is little justification for installing a raised median with right turn into Torrens Road due to the very low demands for this movement and convenient alternatives that are available via Wrights Road or Sylvan Street. It is recommended this treatment is not included within the Lincoln Road bus priority forward works. The impact of restricting the right turn in and out of the consented Foodstuffs supermarket on Lincoln Road will be much greater, increasing right turn demands from Lincoln Road into Lyttelton Street and requiring significant re-design of the supermarket carpark. This has the potential to affect the operational efficiency of the Lincoln Road / Lyttelton Street intersection at peak times.

It is recommended that a flush median should be retained through this section as part of the works in much the same fashion as the treatment at Sylvan Street. An appropriate design in this vicinity can then be installed in consultation with Foodstuffs in the very near future when the resource consent is implemented. This would enable the right turn into the future supermarket site which has significantly higher vehicle demands compared to the right turn into Torrens Road and enable barrier-controlled heavy vehicle movements out of the supermarket, as per the consent.

There are several benefits from this approach including:

- reducing VKT across the network by providing a direct connection for eastbound traffic;
- improving the performance of the Lincoln Road/Wrights Road/Lyttelton Street intersection by reducing the demand for right turns into Lyttelton Street; and
- avoiding circuitous movements by semi-trailers through the site and turning left onto Lyttelton Street.

If the flush median is not retained to enable the flexibility to develop the consented supermarket access in the near future, there is a significant risk that the restrictions imposed by the Lincoln Road bus priority proposal may preclude Foodstuffs from implementing their consent.

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10 December 2021

Lincoln Road Peak Hour Bus Lanes

Christchurch City Council

Foodstuffs South Island & Foodstuffs South Island Properties Limited Submission

Attention: Sam Sharland Samantha.sharland@ccc.govt.nz

FSSI & FSSIPL SUBMISSION - LINCOLN ROAD PEAK HOUR BUS LANES

This submission is made by Foodstuffs South Island Limited and Foodstuffs South Island Properties Limited ("Foodstuffs") which are a 100% New Zealand owned retail co-operative.

Foodstuffs South Island Limited & Foodstuffs South Island Properties Limited submit in opposition to Christchurch City Council in relation to the council's proposal to install peak hour bus lanes and reconfigure the access into and out of Foodstuffs site located at the corner of Lyttelton Street and Lincoln Road – 92-108 Lincoln Road, Christchurch which will restrict ingress and egress operations of the supermarket.

Context and Planning History of 92-108 Lincoln Road

RMA/2017/275 was consented by an Independent Commissioner through a lengthy publicly notified land use consent. This land use consent sought to construct and operate a New World supermarket with a gross floor area of 2897m² on a site of 6806m². The supermarket is proposed to be located towards the road frontages of Lincoln Road and Lyttelton Street, with the service delivery being at the rear of the building. It has a maximum height of 10 metres. 97 on-site car parking spaces and 16 cycle spaces are to be provided. Hours of operation are proposed from 7am till 10pm, seven days per week. Service vehicles will enter from Lyttelton Street and all exit onto Lincoln Road. The site is commercially zoned.

As part of the publicly notified hearing, traffic experts caucused to reach agreement that the most practical and functional operation for the dispersal of traffic onto the road network was through the application plan and development. This was approved the independent Commissioner.

The resource consent included exiting vehicles being able to turn left from the western access and for heavy B-trains and truck and trailer units to be able to turn right through a bollard controlled exit. Vehicles were consented to turn left into the site from Lincoln Road travelling west, and right turn into the site from Lincoln Road travelling east. Large trucks are not able to physically turn left out of the site onto Lincoln Road. The right turn movement into the site was approved as it was found that there is sufficient area in the flush median for vehicles to wait.

An extension of time approval was sought in 2021. This was necessary as the development has been delayed through the relocation of the medical centre previously on site, and COVID-19 operations and priorities. RMA/2017/275 was approved by an Independent Commissioner for an extension of time on the 13th July 2021, with the consent lapsing on the 10th November 2024, (RMA/2021/1481).

Foodstuffs Submission

Foodstuffs submits in opposition to the proposal of Council to modify egress and ingress into the Addington New World site to provide for the Lincoln Road Peak Hour Bus Lanes.

The reasons for this opposition are:

- CCC have failed to honor the resource consent and extension to resource consent approved by an Independent Commissioner through a publicly notified resource consent hearing in 2017 and most recently and extension of time to this consent in 2021.
- The proposed Lincoln Road Peak Hour Bus Lanes will adversely impact on the operation of the essential service supermarket by restricting egress and ingress to the site which consequently will have a significant adverse effect on the overall operation of the road network and safety of the community.
- Council have little justification for installing a raised median with right turn into Torrens Road due to the very low demands for this movement and convenient alternatives that are available via Wrights Road or Sylvan Street.
- If Council restrict the customers right turn in and delivery vehicles right turn out of the consented Foodstuffs supermarket on Lincoln Road there will be substantial impacts on the community, increasing right turn demands from Lincoln Road into Lyttelton Street and requiring a full re-design of the supermarket carpark (which is not practical or functional). As has been determined by Abley Transportation Experts this has the potential to affect the operational efficiency of the Lincoln Road/ Lyttelton Street intersection at peak times.
- Foodstuffs seeks that the flush median be retained through this section as part of the works in much the same manner as Sylvan Street. An appropriate design in this vicinity can then be installed in consultation with Foodstuffs in the very near future when the resource consent is implemented. This would enable the right turn into the future supermarket site which has significantly higher vehicle demands compared to the right turn into Torrens Road and enable barrier-controlled heavy vehicle movements out of the supermarket, as per the approved resource consent. This would benefit the road network by reducing vehicles kilometres travelled (total amount of travel based on distance) across the network by providing a direct connection for eastbound traffic; improve the performance of the Lincoln Road/Wrights Road/ Lyttelton Street intersection by reducing the demand for right turns into Lyttelton Street; and avoid circuitous movements by semi-trailers through the site and turning left into Lyttelton Street.

Submission #44200

- If the flush median is not retained to enable the flexibility to develop the consented supermarket access in the near future, there is a very real risk that the restrictions imposed by the Lincoln Road bus priority may preclude Foodstuffs from implementing their consent.

Foodstuffs seeks to be heard.

Rebecca Parish

Property Development Manager

Foodstuffs South Island Limited

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Christchurch 8041

Rebecca.parish@fssi.co.nz

03 353 8915

Ref: 20504-r2v1
9 December 2021

**Re: McDonald's Restaurants (NZ) Limited - Hillmorton
Proposed changes to Lincoln Road, Hillmorton, Christchurch**

In September 2020 we provided comment on the proposals by Christchurch City Council in relation to planned changes to the current layout and operation of sections of Lincoln Road in Hillmorton to accommodate peak period bus lanes in both directions, specifically in relation to the potential impacts on the existing McDonald's restaurant on the corner of Sylvan Street. At that time, the changes included the provision of a median strip along the centre of the road which would eliminate right turns in and out of Torrens Road, Sylvan Street, Domain Terrace and Annex Road, with U-turn slots being planned in three locations to compensate for the loss of these right turn movements. This arrangement would have had a significant impact on the operation of the McDonald's restaurant, which is totally reliant on Sylvan Street for its vehicle access to the site.

In the Council's revised scheme, it is now proposed to continue to provide for all turning movements at the Sylvan Street intersection, with a right turn pocket in the central median island for vehicles turning right into Sylvan Street. The result is that vehicle access to the McDonald's site will not be compromised as a result of the proposed changes along Lincoln Road.

However, the exit from the drive-through lane at the restaurant leads directly out onto Lincoln Road, and is currently restricted to left turn exits only. With a solid median island on Lincoln Road, this turning restriction will not change. Currently drive-through customers who wish to proceed along Lincoln Road towards the west have to make a U-turn somewhere along Lincoln Road to the east in order to travel to the west. This of course applies to many other properties along this length of Lincoln Road, but the fact that up to 70% of McDonald's transactions occur through the drive-through lane means that the volume of traffic exiting from the site is significant (up to around 600 vehicles per day).

U-turn facilities

As indicated above, the earlier Council scheme included the provision of three U-turn facilities along the length of Lincoln Road which would have provided a safe opportunity for these U-turns to occur. The current proposal provides only one U-turn facility, that being further to the west to compensate for the removal of right turn exits from Annex Road.

Given the substantial volumes of traffic associated with the McDonald's drive-through lane, we would recommend that the Council should consider the provision of a second U-turn facility in the block between Sylvan Street and the Lyttelton Street/Wrights Road traffic signals. Such a U-turn facility would of course also provide a safe option for other properties along the northern side of Lincoln Road. Without such a facility, the first opportunity for McDonald's customers (and others) to make a U-turn will be at the Lyttelton Street traffic signals, where promoting U-turn manoeuvres would not be desirable from a safety and operational point of view.

Traffic signals at Sylvan Street

We understand that the Council has been considering the possible installation of traffic signals at the Lincoln Road/Sylvan Street intersection, although this has not been included in the current proposals. We do not have any current traffic count data for Sylvan Street and its intersection with Lincoln Road, but we note the following:

- Sylvan Street is quite a significant street in terms of the area it serves, including both residential and commercial activities, and including extensive community medical facilities. Coupled with the relatively high traffic flows associated with the McDonald's restaurant close to the intersection, traffic flows at the intersection must be reasonably high.
- The current proposal includes the removal of the existing taxi stand in Sylvan Street to enable separate left and right turn lanes to be marked on the Sylvan Street approach to the intersection. Whilst the provision of double exit lanes can increase the capacity of the intersection, it does have the potential in certain situations to create safety issues for pedestrians crossing at the intersection.
- A study of the crash records maintained by NZTA for the 2016-2020 period shows that there have been four reported crashes at the intersection during that period, two involving vehicles turning right into Sylvan Road and two involving vehicles turning right onto Lincoln Road. Given that the Council has agreed that Sylvan Street is sufficiently important in the road network for all turning movements to be maintained at the intersection, the installation of traffic signals as part of the current proposals would represent a good safety option to minimise the potential for right turn crashes.
- The proposal includes the provision of a bus stop on either side of Sylvan Street, with uncontrolled pedestrian crossing places nearby on both sides. The presence of the bus stops, the McDonald's restaurant and the surrounding residential and community activities in and around Sylvan Street together mean that there could be a reasonably high level of pedestrian movement across Lincoln Road at this point, and the installation of traffic signals would again provide a very safe pedestrian crossing option.

Consequently, we would recommend that the Council should reconsider the possibility of including traffic signals at the Sylvan Street intersection as part of the current proposals for Lincoln Road to ensure a safe traffic environment at and around the intersection.

We would welcome the opportunity to discuss this further with the Council if required.

Yours faithfully

TRAFFIC PLANNING CONSULTANTS LIMITED



John Burgess
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Individuals

1. Do you have any feedback on the peak hour bus lanes?

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
44271	<p>This proposal does NOT make the road safe for people on bikes. The proposal shows that cyclists will have to ride in the bus lane (or on footpath) between Curletts Rd and Torrens Rd which will be completely unsafe during bus lane hours. They could ride ~150m on the Nor West Arc between Annex and Domain Tce but this is only a small percentage of the length of Lincoln Rd, and there is no provision in the design for cyclists to join the NWA at the Lincoln/Annex intersection. The short 50m bike lane East of Curletts Rd intersection doesn't join well from the Curletts Rd shared path and has a bus stop to its left that buses will have to access by driving over the cycle lane, then the cycle lane just ends abruptly and dumps riders into a bus lane. This is terrible design for the safety of people riding bikes, separated cycle lanes are needed! The cycle lanes should have bus stop bypasses so that buses aren't crossing the cycle lane all the time as that is unsafe.</p> <p>The little river link bike crossing of Lincoln Rd should be moved slightly so it lines up with the paths on either side rather than having cyclists ride an awkward section on the footpath and dog leg at the lights on the northern side of Lincoln Road.</p> <p>The bike lanes at the Wrights Rd intersection are jammed between a left turning car lane and a straight car lane, this is not safe!</p> <p>Slip lanes (like into Hoon Hay Rd and from Wright's Rd) should not be used as they make crossing the street more dangerous for pedestrians, even with a crossing like proposed on Hoon Hay but the proposal on the Wright's Rd slip lane has NOTHING for pedestrians to cross which is ridiculously unsafe.</p> <p>From Wrights Rd to Whiteleigh Ave, the cycle lane has car parking on its left and a bus lane on its right. Riding right next to a bus lane is not safe as buses are very large and will be driving fast very close to the cycle lane. A safer option would be to swap the car parking and cycle lane, so the cycle lane is next to the footpath and is separated from traffic by the car parking lane. This cycle lane could be raised up above the road like at 135-141 Lincoln Rd and between Twigger St and Parade Court to enhance separation and safety.</p> <p>The large numbers of bus lane signs will clutter the foot path and make it less accessible and convenient to walk on. At the very least the signs should be placed right on the kerb or as far to the outside of the footpath as possible. Ideally these signs would not be needed and the road paint markings should suffice.</p> <p>The new bus shelters should not take up so much space on the footpath, as that makes them awkward for people to walk past, they should be offset back from the footpath a bit.</p> <p>At 108 Lincoln Rd there is a pinch point for the cycle lane where two vehicle lanes merge into one. A separated cycle lane would make this safer.</p> <p>At 94 Lincoln Rd there is a dangerous layout for cyclists, two vehicle lanes are merging into one, theres a bus stop on the left of the cycle lane, and the cycle lane stops and turns into a bus lane. Either buses will have to wait for cyclists here or they will cut cyclists off as they pull into the bus stop or the bus lane. A separated cycle lane is needed here too.</p> <p>From 94 Lincoln Rd until the Curletts Rd intersection there is no where for cyclists to ride during bus lane hours. They will either have to mix with buses in the bus lane which is dangerous and also bad for the buses as it will slow them down, or they will have to ride on the footpath, or more likely they will drive their car instead.</p>	Jono de Wit	Linwood
43515	Yes.	Becks Aitchison	Hillmorton
42526	This does not benefit all road users and ratepayers. This street should be 4 lanes from cbd to halswell. This will make traffic alot worse and is not worth the trouble.	James McCloy	Halswell
42482	If this will reduce the current parking or the width of the road for cars I do not approve of this. Most of the time there is no one on the busses but this is busy for vehicles.	Evelyn Slape	Addington

2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
44271	Yes	Jono de Wit	Linwood
43515	Yes	Becks Aitchison	Hillmorton
42526	No	James McCloy	Halswell
42482	No	Evelyn Slape	Addington

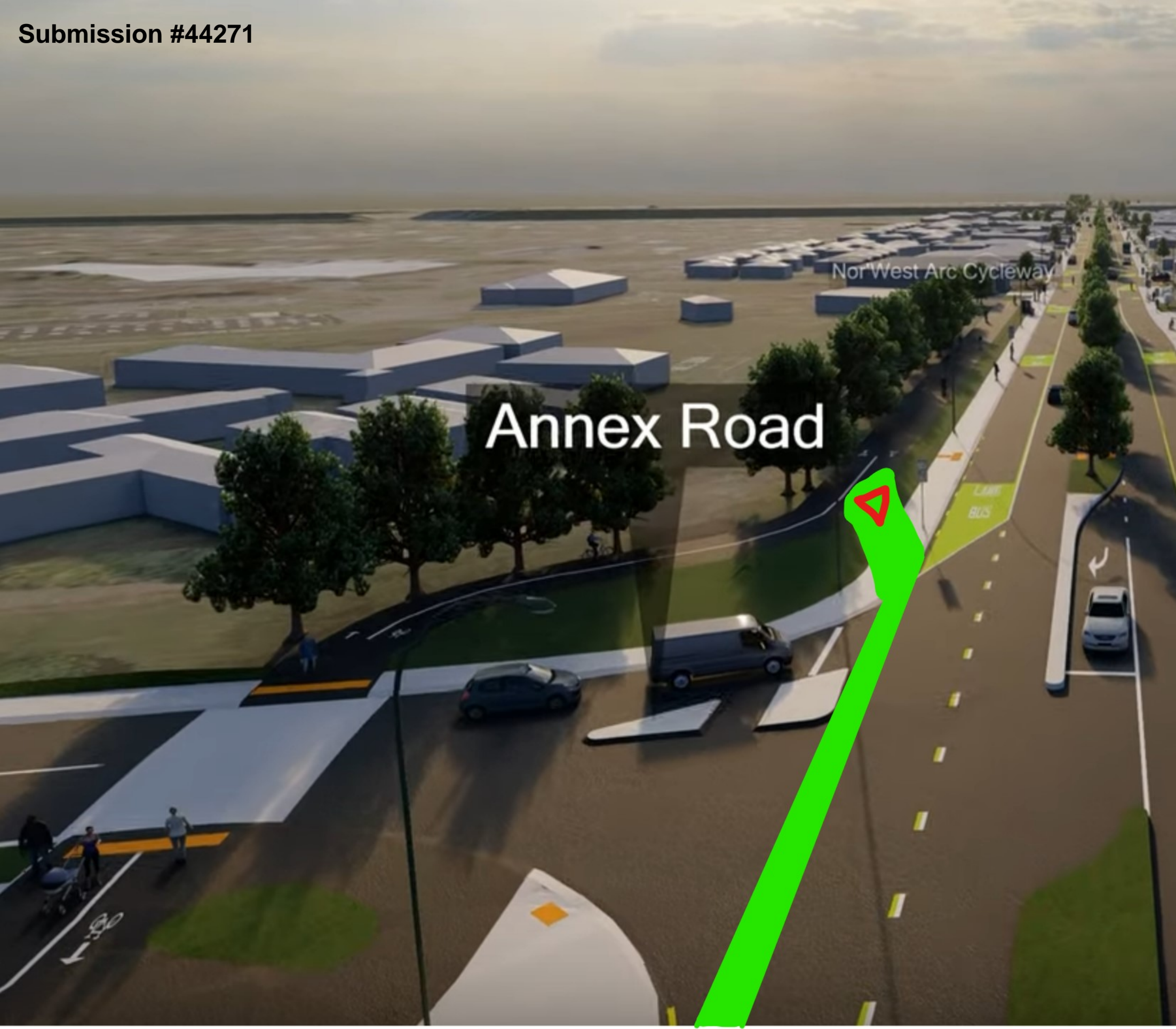
3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm?

Submission ID	3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm?	Name	Suburb
44271	The bus lane hours should be 6am to 10pm	Jono de Wit	Linwood
43515	No	Becks Aitchison	Hillmorton
42526	Dont do it. Fix the overall congestion problem. Dont make it worse.	James McCloy	Halswell
42482		Evelyn Slape	Addington

4. Any other feedback on this project

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
44271	<p>The three new pedestrian crossings should have lights (or zebra crossings) so that they are safer and pedestriains don't have to run across when there is a gap in the traffic.</p> <p>Side streets should have speed bumps before intersection and the footpaths should have level crossings for pedestrian safety.</p> <p>The hornbeams and upright flowering cherry trees proposed for the centre median are too small, large trees like on Memorial and Bealey Aves would be much nicer.</p> <p>Most on street car parks should be removed and the space should be used for separated cycle lanes.</p>	Jono de Wit	Linwood
43515	<p>1. I would like a turning bay put in between 82 and 8t Lincoln road. As with the medium strip going in. I am unable to turn right into or out of my drive once this is complete. A turning bay would mean i wouldn't have to go so far out of my way just to get home.</p> <p>2. I feel there should be a green turning arrow from Lincoln road turning into Curletts road. I was told at the meeting it would not work with the already green arrows in place there now, even with a 6 second light. Which my response was, the delay is already happening with 3 plus cars going through the red light, holding up the green arrow turning cars. At least this way, it will be safer.</p> <p>3. Domain tce is very unsafe with parking on both sides of the road. With the new cycle lane put in, it has left very little room for cars to run along side each other, with cars parked both sides, i feel parking should be on the odd number street numbers only. There are small children walking close to the road, there is no</p>	Becks Aitchison	Hillmorton

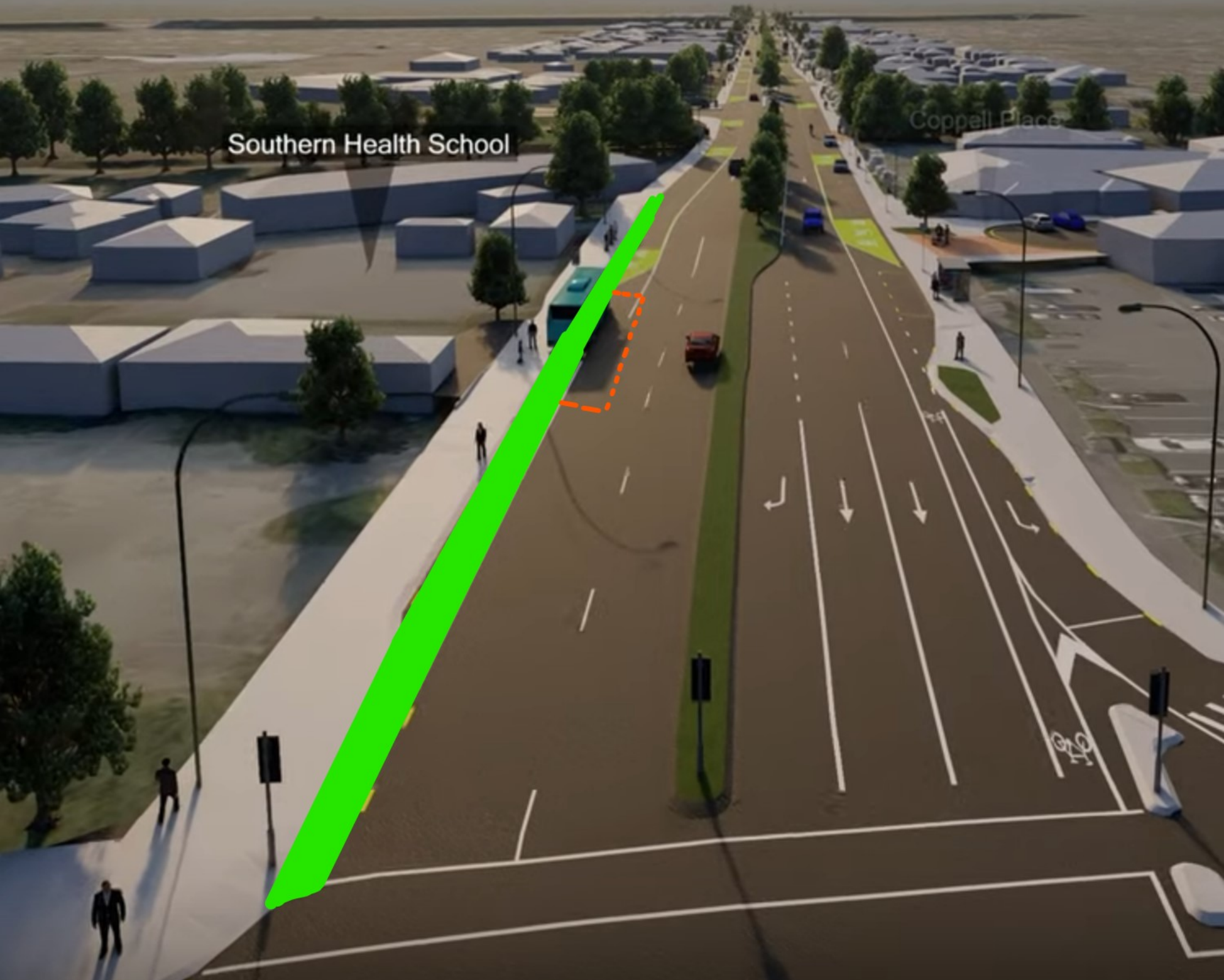
Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	room for correction or error for cars if something goes wrong. Especially when kids are very unpredictable.		
42526	With the growth of halswell being larger than that of anywhere else in chch the current infrastructure linking halswell to cbd is failing and needs an overall upgrade not just for outdated public transport. I would rather see this opportunity taken to test rail links to the city and ease congestion on a road that has gotten more and more gridlocked in 3 years.	James McCloy	Halswell



NorWest Arc Cyclway

Annex Road





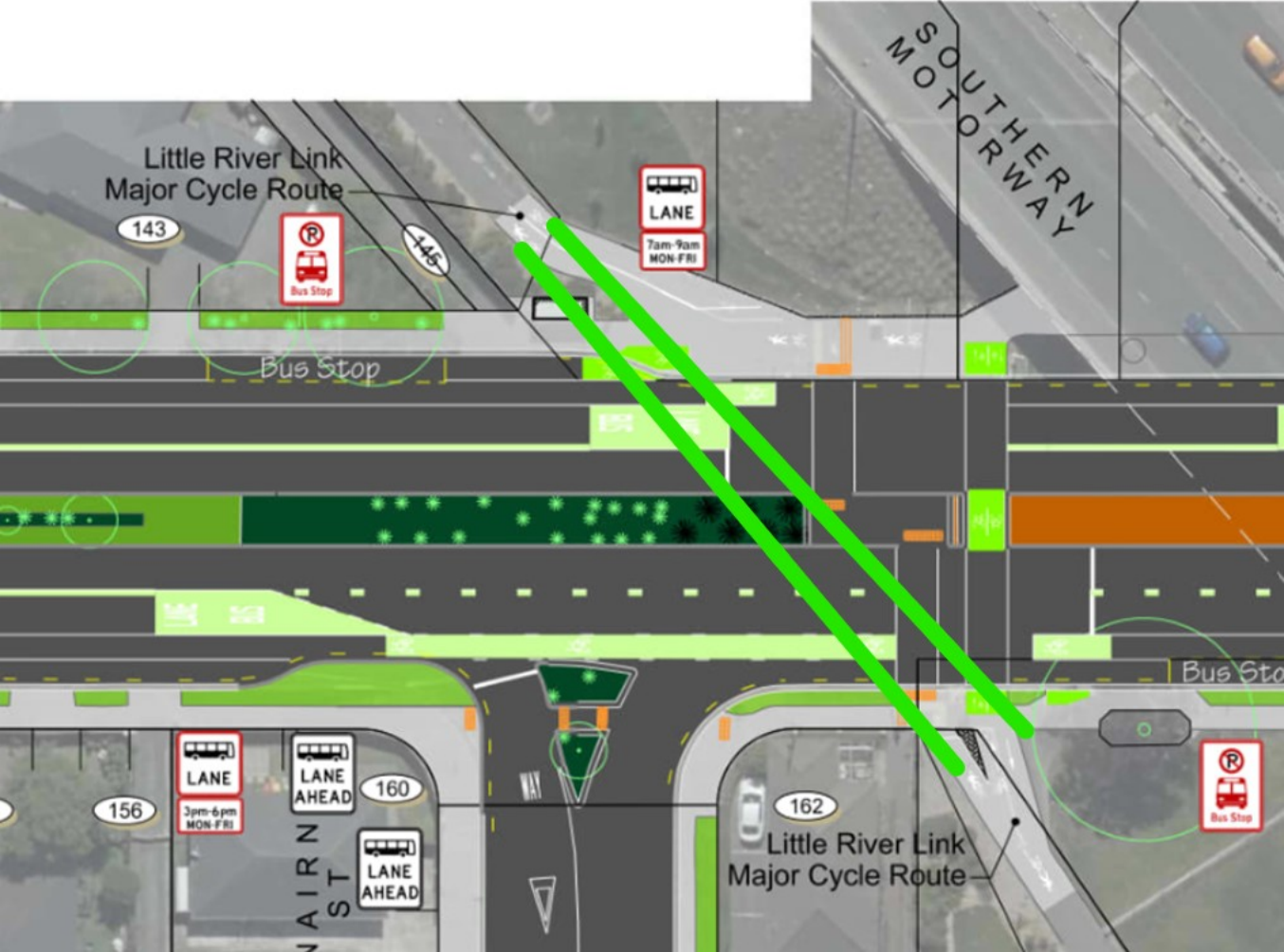
Southern Health School

Coppell Place

Domain
Left in le

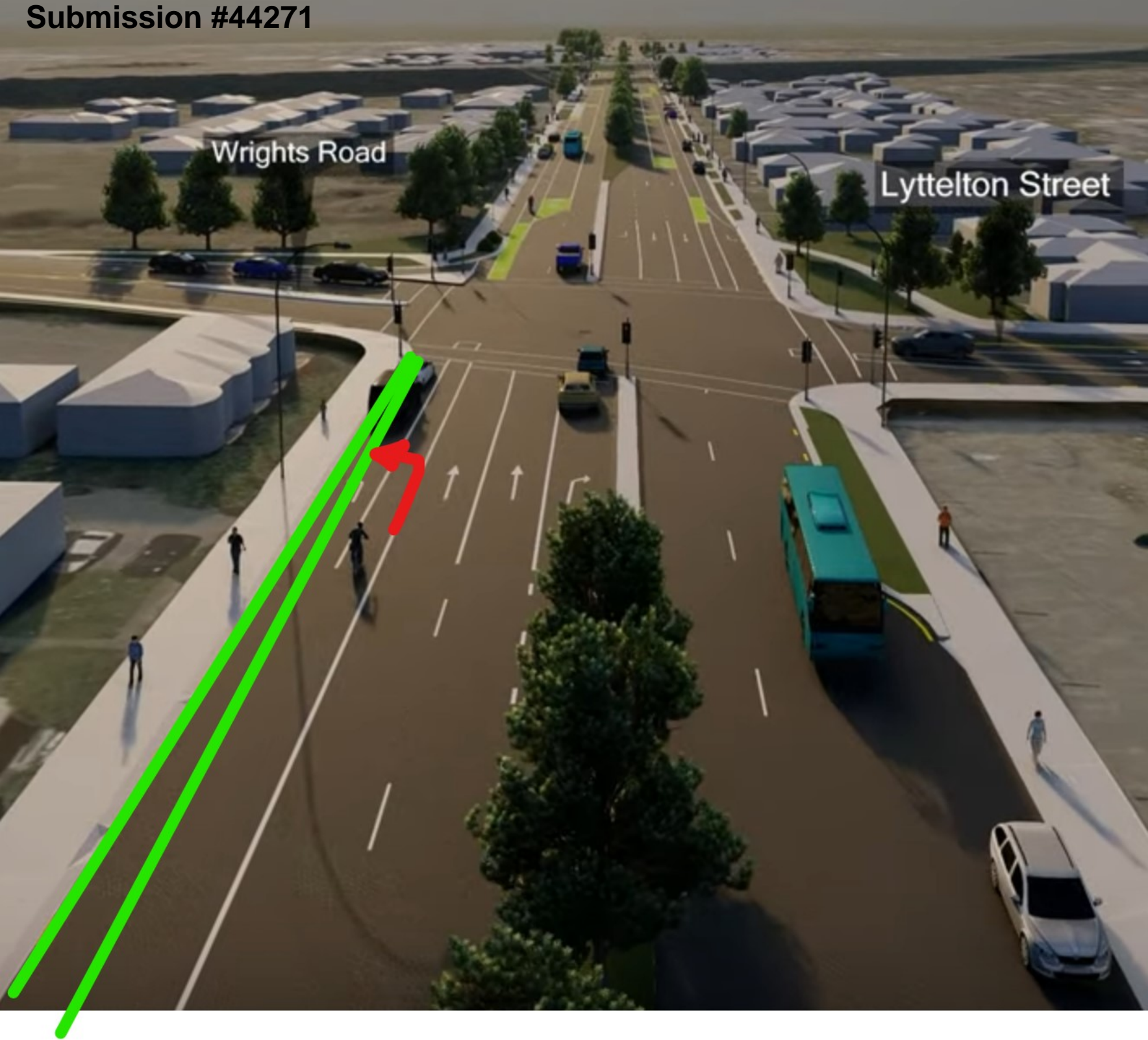


Submission #44271



Wrights Road

Lyttelton Street



Wrights Road

Unsafe

