

## 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
42558	I like the look of the design, and can appreciate the motives behind the changes. As a business owner on Halswell Road (Hillmorton Pharmacy), disruption to our customers and business will be my greatest concern while works are being done- I can recall hearing the problems that business owners on Riccarton Road have faced in recent times.	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
43440	Pointless waste of time and taxpayers' money. Will drive local businesses to the wall.	Mark Seddon	Christchurch
44223	We oppose the proposed widening of Halswell Road. This will impact our business. We want to be heard at the hearing.	Hazel Harris	BKB Consultants Ltd T/A Aspiring Kitchens & More - Director
44262	I don't have a problem with the bus lanes, but during construction please manage traffic so visitos to business can turn from left and right lanes of the road for access to all the affected businesses.	Jan Ng/Jan Wicksteed	City Laundromat Director

### 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
43439	Yes	Andrew Flanagan	Shirley Intermediate School
42558	Yes	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
42444	No	Ritesh Patel	Pramukh Convenience store Business owner
43440	No	Mark Seddon	Christchurch
44223	No	Hazel Harris	BKB Consultants Ltd T/A Aspiring Kitchens & More - Director
44262	Yes	Jan Ng/Jan Wicksteed	City Laundromat Director

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
42558	You will have better traffic data than my gut feel. (I would have thought that 4-6 was sufficient, unless data says otherwise)	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
44262	no	Jan Ng	City Laundromat Director
42444	Why 3to 6 as there is only very limited flow of vehicles between 3 to 4pm	Ritesh Patel	Pramukh Convenience store Business owner

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
44198	<p>The proposed extension of the median strip will affect access to our Integrated Medical services complex (including an extremely busy 6000+ patient medical practice.</p> <p>Our low socio economic, elderly and vulnerable patients not to mention taxis and most importantly ambulances will not be able to turn right into either of our entrances when travelling South to North on Lincoln Road.</p> <p>It is unacceptable to expect them to travel all the way to the Lincoln Road/Lyttelton Street intersection and turn right into Lyttelton Street doubling back via Edinburgh or Neville Streets and onto Domain Terrace.</p> <p>Many will lose their bearings and precious time in emergency situations will be lost which could be detrimental to the health and well-being of our patients.</p> <p>The U-turn bay proposed near numbers 70-84 Lincoln Road is considered a bare minimum update to the current plan, however even this is too far down the road to be practical.</p> <p>When we were planning the medical centre a large amount of time and money was spent on traffic analysis and reports as requested from the council as part of the resource consent. This discussion also included financial contributions to traffic lights on the corner of domain and Lincoln road which have never been put in.</p> <p>There are a lot of businesses at our site and these would be hugely disadvantaged by poor access.</p> <p>Two new carparks on the road are not particularly useful to us. We have carparks around the back of the medical centre that would be far more convenient than parking on the road and much better for people with limited mobility.</p> <p>We are not opposed to the bus lanes, rather opposed to the council blocking off the entrances to our site.</p>	Miriam Martin	Village Health Owner

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>As a lot of our patients are from the Hillmorton/Hoon Hay area, this is unacceptable to remove the right turn into the practice and into Domain Terrace. Everyone will be late for appointments due to the extra time added to their trip. Many of our elderly and vulnerable patients will get lost and it will add time onto Taxi trips, many of our patients are too elderly and frail to be able to be dropped across the road to walk across.</p> <p>As each patient attends the practice numerous times per year + we have busy vaccination clinics, this is going to significantly affect our business and create additional traffic movements down otherwise normally quiet streets which are used as detours. It will also add about 5-6 minutes travel time when going south to north.</p> <p>My suggestion is to retain both the right turn into Domain Terrace and into 30 Lincoln Road as access is extremely important to all the businesses at 30 Lincoln Road. These could easily be achieved by creating a turning bay on the median strip at the practice entrance and at the Domain Terrace corner. Right turning out of Domain Terrace could be retained, again by creating a bay on the median strip for cars to stop at before moving into the traffic on Lincoln Road. Thanks for your consideration.</p>		
43439	<p>Need more turning ability onto Lincoln Road. Turning right into Lyttleton Street at peak times can be lengthy at times. Would be good for turning lights.</p> <p>Sylvan Street (where McDonalds is) is near impossible to turn right out of and when McDonalds is busy, it can be hard to drive into the street as blocked if drive through is out onto the road.</p>	Andrew Flanagan	Shirley Intermediate School
42558	<p>We see dangerous (and illegal) right turns out of Coppell Place onto Halswell Road literally every day- I will be pleased to see the end of those.</p> <p>I like the fact that the design allows for on-street parking while the priority bus lane is not in use.</p> <p>I like the restricted left-in and left-out on some of the side streets- that should reduce dangerous right turns.</p> <p>I have a small concern at the tree planting on the median- I hope that does not restrict visibility.</p> <p>I hope there is allowance for the many movements of emergency vehicles that we see every week- I hope they can move freely.</p> <p>(I was not clear if the road becomes dual carriage way when the priority bus lane is not in use- the emergency vehicles will need a clear path if possible)</p>	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
44327	See attachment	Chantal Lauzon	CDHB
44280	<p>"I am one of the owners of City Laundromat, which is located at 7 Halswell Road and wish to register my unhappiness with the proposed road widening of Halswell Road and the loss of any right turns in and out of the property.</p> <p>Many of our customers will be coming from Hoon Hay Road and Halswell Road so the loss of the right turn in will cause a loss of customers for us as it will be a major inconvenience for our customers to navigate their way into the site.</p> <p>Equally the loss of the right turn out of the property will impact our customers coming from the Addington and Spreydon suburbs. This means that all of our customers will be impacted if this proposed road opening goes ahead.</p> <p>In addition, the loss of parking spaces will cause further inconvenience, as our customers depend on easy availability of parking so they can carry their washing into the laundromat, often with small children as well. I was at the site last night 12Dec21 and there were already no parking spaces left at the site, so the loss of further parking is untenable.</p>	Gary Ng	City Laundromat Owner

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
	We completely disagree with the proposed change and wish to be heard in support of this submission. We also wish to see any audits and impact assessments that have been prepared by the CCC. "		
44262	<p>I don't have a problem with the bus lanes, but during construction please manage traffic so visitos to business can turn from left and right lanes of the road for access to all the affected businesses.</p> <p>"I am one of the directors of City Laundromat located at unit 3/7 Halswell Road, we are opening our new business next week. We have recently applied for and gained building consent for a self service laundromat which is opening in the next week or so. I am sure you can understand my shock to find out the council is planning to carry out roadworks right around the same time as my business is due to open. I have not been notified. As a business known to CCC I expect to be notified of any works which could affect my business in a timely manner. Preferably in the first person, not through a landlord. I know you have our contact details on file. I understand the landlord has made a submission and I have now done so as well. – See attached</p> <p>I am very unhappy that CCC are planning to widen the road to put in bus lanes but are not ensuring the least disruptive traffic management plan has been created. I understand a traffic management engineer has been engaged on behalf of our 7 tenancies who has an alternative proposal which will make access to our businesses less disrupted.</p> <p>It is very important to us that our customers have access to our site as we have invested hundreds of thousands of dollars in a new business which will benefit the area, CCC is aware of this new business and must want to support its success surely!!!!</p> <p>Please can I attend in person to support an alternative submission for traffic management.</p>	Jan Ng/ Jan Wicksteed	City Laundromat Director

## Individuals

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

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44196	Looks good. Keen to see this go ahead and then see what can be extended through to Moorhouse Ave in the future.	Blake Quartly	Addington
44054	Do you have any feedback on the peak hour bus lanes?: I believe the new busy lane will be great and could help get more reliable buses going down Lincoln Rd. Currently it is faster for me to walk to the city bus hub than catching a bus, during morning rush hour. This is due to the bus arriving up to 10mins late at the Lincoln Rd/ parade court stop + being stuck in traffic at the Addington shops.	Brook Hua	Addington
43497	I accept that the CCC will proceed with the Peak Hours Bus Lanes on Lincoln Road  My one objection though is to NOT include the weekends as it isn't necessary	Mike Fenton	Addington
43409	I can't understand how reducing Lincoln road to 1 private vehicle lane during peak hours will help congestion at all,  It is bad enough with 2 lanes at peak times,  Some people can't bus to work, visiting clients during the day, sales reps, work vehicles full of tool. The list could go on	Andrew W	Addington
43400	Do not do it. Waste of money and time will only cause more issues. How about you focus on fixing the roads around Christchurch that are dangerous before you try add more pointless stuff. There already will be a crash down Domain Terrace with that stupid cycle way you have put in. Do not make another stupid mistake.	Liam White	Spreydon
42796	A can't wait for the bus lanes to open and hope to see bus frequency improved as well	Josiah O'Neill	Addington
43570	No, because they useless. Have you ever travelled down that road during peaks hours.?	Anmol Dutt	Addington
42531	The formation of these bus lanes will force the significant number of peak hour cyclists further out into the road as they will have to travel on the outside of the bus lane. This will make their cycling commute less safe as they are squashed by all the cars being forced into the one remaining lane. Then at the ends of the bus lane system, cyclists are the ones who get un-noticed and pushed out by buses and other traffic as the whole lot sort themselves out. As a regular cyclist down Lincoln Road this is already a problem. Having such a short stretch of bus lane and other lane traffic will put increase the 'sorting' process at the start and end of the bus lane sections. Cyclists are truly the most environmentally friendly of all modes of transport during rush hour. They're the ones who should have priority!!!	Carmen Kenton	Addington
42503	This road is far to narrow for bus lanes I live near this and Lincoln rd is a busy road and there is only 2 lanes it works well as it is and still can be congested at times.	Ian Jones	Addington
44249	Hi there.  Appreciate what you are trying to do here but my feedback is that we shouldn't be updating and supporting an old, unpopular and unprofitable mode of transport.  It's 2021 - people now use E-bikes, electric scooters and Uber to get around.  Buses are Costly to run, un-popular, unhygienic and inconvenient. This is shown in their dwindling patronage and inability to run at a profit.  I understand that we must cater to the disabled community but there are so many alternatives modes of transport and online services are growing rapidly i.e online food delivery, working from home, online medical assessments.  This doesn't seem very future thinking at all. Please don't support a dying mode of transport.  However the cycle lane from Halswell is well used and fantastic for commuting. I would encourage you to develop the cycleways on Lincoln road for sure.  However I would actually prefer to see the road clearly 2 lanes each direction. There is so much property development going on in Halswell that i really fear for congestion if you retain the existing single lane portion.	Sam Lovie	Aidanfield

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	<p>As a cyclist on Lincoln road, congestion is dangerous and would only be made worse by keeping a bus only lane unavailable for use at peak hours.</p> <p>I would strongly encourage you to instead see if you can expand the existing single lane portions to a two lane functionality and focus on bettering the existing single cycle lanes through the application of the green paint.</p> <p>In short - Please just work to improve the existing cycle lanes and do not further reduce car capacity. Do not support an outdated mode of transport (the Bus). Think of the future and support cycling, e-scooting/biking and e-vehicles.</p>		
43943	This is a waste of money and will cause more congestion! There is no support for this from commuters.	Josh Jones	Aidanfield
42792	Good idea	Imogen Hull	Aidanfield
42732	<p>I think it waste of my rate payers money.</p> <p>Most people don't catch the bus as they want to get home quickly as possible so the cook tea and relax</p> <p>also they often get groceries on the way home</p>	Sharon Holmwood	Aidanfield
42563	<p>Lincoln Road is already difficult to drive down towards the city.</p> <p>There should be no right turn from Lincoln Road to Barrington Street or Barrington St to Lincoln Road. A on/ off ramp is needed on Dunbars Road due to traffic volumes down Halswell Road/Lincoln Road. This is going to increase rapidly with new subdivisions</p> <p>Two lanes going into one holds up traffic. Trucks shouldn't be using these roads.</p>	Valerie Campbell	Aidanfield
44270	<p>My primary concerns with the proposal are:</p> <ol style="list-style-type: none"> <li>1. There are insufficient bus services available or proposed in the Halswell growth areas that travel down Lincoln Road to support the change.</li> <li>2. The consultation material does not describe the key change to Lincoln Road which is removal of a traffic lane in each direction. This will impact the road and have flow on effects to make it hard to get around.</li> <li>3. The intersection designs drop to one lane too quickly after the intersection. They won't work well and make it hard to get around. People will get stuck in the intersections on a red light.</li> </ol> <p>I live in a Halswell growth area near Halswell Quarry and there are no bus services that travel down Halswell Road and Lincoln Road to the Halswell Quarry area. I can not find any information that ECAN will provide services into the growth areas around Halswell Quarry, that are being used by Ccc as justification for the bus lanes.</p> <p>I consider the bus priority project should only occur when there are more buses on Lincoln Road, and when they are convenient for all those in Halswell area and in particular the new growth areas near Halswell Quarry.</p> <p>I think the public and decision makers should have a map available showing accessibility of areas to the direct routes that will benefit. I think that will show limited opportunity for Halswell growth areas to make use of the priority lanes based on existing service routes.</p> <p>I am also concerned the consultation material does not describe the extent of changes being made. For example reducing traffic lanes on part of Lincoln road is not mentioned, yet the previous widening 2 to 4 lanes was in the past a key transport corridor improvement. As parallel routes are also congested at times, there will simply be more severe congestion for most travel from the Halswell area. How much longer will it take to get to the city from Halswell by car (because there are no direct bus services near many houses in Halswell).</p> <p>I think the existing two traffic lanes in each direction should be maintained and remove parking for the bus lane like other sections of bus priority in the city, until we have great services that justify removing traffic lanes.</p>	Kate Ody	Halswell

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	I think the distance of two through lanes upstream and downstream of interactions should be lengthened to make the intersections work as well as possible. I have not observed any weekend congestion needing the bus lanes at that time.		
44240	great	Lesley Clouston	Halswell
44167	Yes, I agree with the new bus lanes amalgamated with bus lanes but it will arrow the car lanes.	Graeme Preston	Halswell
44162	No bus only lanes. Widen and double lane both Lincoln Road and Halswell Road for all traffic. I doubt bus only lanes will attract many more people onto buses.	Stephen Reed	Halswell
44150	This is going to be an unmitigated disaster leading to higher emissions with cars stuck in traffic. The bus stops should not block traffic flow, the wide berms on Lincoln road should be used to have bus stops. Prioritizing cyclists on what is essentially a major arterial route is dangerous. You forget car users actually pay rates as well and many like myself need to use vehicles as I am an on road account manager. Has there been a calculation on loss of productivity due to traffic jams? I doubt it.	Warner Wilson	Halswell
44147	We need two lanes both ways but not exclusively for buses... for all traffic. Ridiculous to block off side streets and make a longer period of time for emergency services to access some properties. Need to create a route that is going to help not holder current demand.	Dianna Hanne	Halswell
44062	I use the buses frequently from Halswell into the city centre and my children from Halswell to Riccarton High school. I work in Linwood and using public transport would be over an hour each way.  While I'm a supporter of public transport, the huge developments in the Halswell area are putting pressure on existing roads, many of them are still country roads. The addition of cycle paths have narrowed roads and using the motorway is nonsensical from Halswell.  To top it off we are now going to a Saturday timetable due to lack of bus drivers. Sort staffing levels out and traffic flows and sensible roading for new developments before trying to but cycle lanes and bus lanes on busy roads. There is now alternative for many Halswell people, and people coming in from prebbleton, Taitapu and surrounding areas. than to go down Lincoln road which is already congested in rush hour and the buses are already full. By going to a Saturday timetable more people will go back to cars.  I'm also very disappointed that the Saturday timetable has come into force in the middle of NCEA exams, many students bus and this adds another stress.	Jacqui Stewart	Halswell
43976	Yes. I dont agree. We have had 4 new traffic lights in the area and everytime I leave or come home from work traffic is worse than when they were put in. Peak hour bus lanes would congest traffic even more for the average person (the average person drives to work, not use the bus. Reason being more than likely the cost of fuel AND parking negates the price of a bus fare too and from work. If it costs me \$8 For a full day of parking vs bus fare you best believe most people will drive and pay for parking over sharing a bus where you have a limit on luggage and don't have personal space especially with the covid scare happening (the latter being if it HAPPENED to increase bus usage with the proposed bus lane, which I can guarantee it wont) THIS WILL NOT RESULT IN MORE PEOPLE USING THE BUS ONLY MORE PEOPLE BEING ANNOYED WHEN SOMEONE WHO DOESNT KNOW THE ROAD RULES DRIVES UP THE BUS LANE AND CUTS IN.	Cj Sparrow	Halswell
43953	A commute to work from Halswell to City Centre is taking around 15 to 20 mins in the car. We will definitely take the bus if the frequency of buses within this route is increased and the travel time reduced.	Sundeep Daggubati	Halswell
43729	Yes if they are not "bus only" lanes. Anything that reduces the use of one passenger cars and promotes scooter or motorcycle use... Single passenger cars are not viable nor any form of transport solution.	Lloyd Robison	Halswell
43508	To leave it as is.	Andrew Yip	Halswell
43490	Slapping a bus lane in is just a waste of money. There are roads in the area that are in desperate need of repairs, Wrights Road being one, Nicholls Road another. Why not just maintain the ones we have already instead of mucking around elsewhere.  What about the hundreds of houses and flats along the route? They all lose off street parking too? Some flats could have 6 cars associated with them. What an inconvenience.  I take the bus occasionally, and I'm sure you're well aware of dwindling numbers. What's the point of inconvenience for thousands of people a day for the sake of maybe a few hundred bus travellers? Why not use this money for promoting the service instead? Get people on the bus first and improve services before ripping up a road. How much time do you think it will save anyway? 10 mins maybe by the time it gets to halswell? Is that going to cost the ratepayers a couple million dollars per	Nathan Burrowes	Halswell

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	minute saved? Maybe even more?! Here's an idea, why not do free travel Fridays and get people using the bus first, instead of just assuming that a bus lane will help solve your problems.		
43487	I think that's an excellent idea. I live in Halswell and am very aware how heavy the traffic down Halswell/ Lincoln road is at peak times.	Jeanette Rowden	Halswell
43480	It will be good to see this go ahead and encourage more people to use public transport, particularly as we will end up with a mostly zero emissions fleet in the next ten years.	Laurie Renwick	Halswell
43372	Love it. Should be 24hr if we want to be serious about mode shift	Greg Vodok	Halswell
43292	I'm all for it. I bike on it every weekday. Please make it safe for cyclists too by removing on-road parking and putting up clear off road parking signs. I think there are many but people don't know about them.	Lerks Stedman	Halswell
43253	For goodness sake-Lincoln Rd between Whiteleigh & Wrights Rd -it is the fastest flowing section of Lincoln road, and CCC and Up Schitts Creek without a Paddle Agency want to slow it down. Beggars belief. I bike it, drive it and bus it. Leave it alone!  If you want to speed up buses, and all traffic, then finish 2 lanes in, 2 lanes out on the Wrights Road to Curletts Road section. Tinkering with the Whiteleigh to Annex Rd section won't speed up any of the buses I have ever been on. Try making some of the buses express to Halswell with no stops on the Lincoln Road section.	Mel Gourlie	Halswell
43180	I support this. When I initially started using bus commute to Interchange for work 4 years ago bus timing was OK but as the Halswell-plus area population has expanded the traffic volume at peak time delayed the bus so 7ch that I started driving around to PMH and catching blue line to cbd instead of orange line route.  As a cyclist most of the time it should be much safer having the bus lanes to pedal in.	Jayne Perrin	Halswell
42901	It's a joke. Make it four lanes both ways the whole way down. It is a waste of space having bus lanes	Adam Marshall	Halswell
42844	Quite a lot of cyclists use Lincoln Rd as it is a direct line to CBD, so more direct than any option. Potential for conflict with buses held up by bikes as it appears the lane will be bus & cyclist. How will that be addressed? Can the property setbacks Wrights to Curletts be utilised for replacement parking spaces reducing the parking loss and possibly freeing up carriageway space for cycle lanes separated from the bus.	steve bruerton	Halswell
42784	The two lane section of road is massively congested in peak times. I don't see how reducing it to one lane will reduce congestion. Quite the opposite, actually. Squeezing all those cars into a single lane will make traffic worse. Keeping a lane empty for a bus to drive down every 15 minutes seems to be a waste of road in my view.	Brent Silby	Halswell
42725	Terrible idea, would make the already bumper to bumper traffic on that road even worse. As a main way into the city from the likes of halswell, hoon hay and others this will affect a large amount of the Christchurch population and their journey to work	Alexander Purcell	Halswell
42716	Much needed.	Alexander Amies	Halswell
42711	No	Mark Parry	Halswell
42704	Great idea!!	Sophie Morton	Halswell
42652	If these bus lanes are going ahead then can we please have some access to the motorway for halswell residents an off/on ramp to the Southern motor way at either Aidanfield or Dunbars road would be the logical way to create an alternative route for car travel while freeing up Lincoln road for buses	Emily Kirk	Halswell
42651	It is already tough enough parking on Lincoln Road and removing roadside parking will likely affect businesses operating on Lincoln Road as people might not want to shop there because they can't find any close parking. I would not consider Lincoln Road congested enough, even at peak rush hour traffic am&pm, to have the need for extra lanes. However there's more of an issue turning left ONTO Lincoln Road from Moorhouse ave which begins around 100 Moorhouse Road.	Luaiva Daly	Halswell
42495	很好的决定。就不知道，多久可以完工。(Translation below) Very good decision. But I don't know how long it will take to finish the work (?)	Timothy Zhang	Wigram
42466	Serious consideration needs to be given towards installing turning arrows at the intersections with existing light signals. This is more so needed now there's going to be a lot of people trying to get to hillmorton high school from Halswell because of the proposal to stop right turns a few streets down.  Turning arrows will make it safer for cyclists.	Nikesh Ganda	Halswell
44274	I fully support the installation of peak hour bus lanes to help move buses past private motor vehicular traffic, and encourage better use of the public transport network in conjunction with the active public transport network under construction.	Fiona Bennetts	Harewood



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43537	Fully support as long as bus lanes are wide enough for cyclists between Torrens road and domain terrace. Every other section has bike lane markings or adjacent to the nor-west arc.	Stephan Lloyd	Harewood
43601	You have got to be joking me  I have viewed the fly thru  Lincoln Road is already very narrow. There have been so many roads in the city made so narrow due to cycle lanes being put in that it is very dangerous having a car and a bus side by side (let alone a truck)  The concept of bus lanes are fine however I question the feasibility of Lincoln Road due to the limited space for cars / buses / cycles / turning lanes  PS Losing mature trees is always a shame. Putting in cabbage trees is another crazy idea as the leaves they shed - who is going to pick them up all year?	Mike Stopforth	Haslwell
42577	I am very angry that the Council are prioritising the wrong things.  Get our roads and sewerage and drains fixed before they consider putting in extra bus lanes and bloody bike lanes	Vanya Giddy	Hei Hei
44241	Waste of time and money, virtue signalling for a loss of utility for the majority. It will make things worse not better for most to pander to transport no one wants to use.	Len Damiano	Hillmorton
44220	Yes this will destory busniess carparks that are on the road qnd make it worst for car drivers. This is a waste of time. Leqve that road alone	Emily Stephens	Hillmorton
44201	I support it. Not having rail in Christchurch, we need a viable alternative to cars. It's only going to get busier down Lincoln Road and we need to be proactive about it.	Kelly Perazzolo	Hillmorton
44155	The majority of the length doesn't have dedicated cycle lanes. Having cyclists changing between the bus lane and the car lane when the buses stop at bus stops will be extremely dangerous.	Theresa Cole-Swami	Hillmorton
44137	Good idea so long as they will also be useable by cyclists. I hope that the existing general two lane traffic between Wrights Road and Barrington St will be retained. If this is cut down to one lane only for general traffic and one for buses I would expect congestion to become significantly worse.	Luke BRIDGMAN	Hillmorton
43792	This is a total disaster. You can't force people on buses Plus not many people are going to walk to bus stops when it's freezing and wet in the middle of winter all the council is doing is creating traffic congestion which all it will do is create pollution	Maurice Burke	Hillmorton
43536	I don't mind the bus lanes.	Megan Smith	Hillmorton
43413	Hi, I'm the business owner of NPD Lincoln road, I'm very disappointed with that plan it will significantly impact my business. According to the plan, I will lose approx 40% of my customers because they can not right turn to Lincoln road after us. Unfortunately, I can not support this project	Keyang Bi	Hillmorton
43237	There are not that many buses and they are lightly loaded. This seems like it will have a massive impact on slowing cars down and causing congestion for minimal positive impact. The buses are not being slowed down currently as they are let in by cars.	Todd Cassie	Hillmorton
43022	Four lane the whole stretch, it's an obvious bottleneck that is the problem.	Mike Walls	Hillmorton
42892	The hours of operation for the peak hour bus lanes are too great. 7.30 - 8.30 in the morning and 4 - 6pm in the evening would be sufficient. There is no need for weekend bus only lanes.	Hamish Mulcock	Hillmorton
42824	Seems logical so long as it works like Papanui Rd does. Yes turning options must be available for Linden Grove residents who wish to travel to Halswell or Curletts Rd/motorway and access Lincoln Rd from Annex Rd - again dangerous situations often observed.	Christine Rodda	Hillmorton
42811	The retention of on-street parking is a significant risk to the success of any bus lane that is only in application between certain hours. On-street parking is not a public good. They need to be removed, ideally, or charged for the benefit of utility of the public space. This should be built for a decarbonized future, not a carbonized present.  I also wonder whether this design is ambitious enough. This area suffers from significant congestion that is increasing each year. The road is congested outside of these times also. The bus lane should be built to provide the necessary incentive to move to alternative transport modes. The design lacks this ambition.  Having "grass" in a median strip is a non-sustainable option from a maintenance perspective. Provide for alternatives instead.	Keri Hodgman	Hillmorton

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	<p>The exit from Twigger Street should be left turn only. Turning right out of there is hazardous at all hours.</p> <p>This is a route with growing cycle and scooter usage. Having the two modes integrated within one lane with buses operating a high frequency route will not work. The design needs to be reworked to make cycling safer on this section of Lincoln Road. The design accordingly incentivises private vehicle usage against transport modes with higher social, environmental and economic benefit.</p> <p>General concern/feedback. The city changed after the earthquakes as commercial business exited the city centre for suburban areas. The hub and spoke design focused on trips to the city centre is no longer appropriate and patronage reflects this. Bus priority route location and design should reflect a future of less work from the office and more work from home. Does this bus lane reflect transport needs of 2040? I'm not sure.</p> <p>Traffic lights at each of the intersections should have a bus/cycle only phase to create further incentivisation from low emissions transport vs private car use</p> <p>There are uncontrolled pedestrian crossing locations dotted along the route. Introduce more controlled pedestrian lights instead along the route to make it safer instead.</p> <p>Right turn from Sylvan Street into Lincoln Road solution is dangerous. While this option is still required, vehicles exiting Sylvan Street will have less visibility of southbound Lincoln Road traffic compared to now. The facility for right turning traffic exiting Sylvan Street to utilize the center of the Lincoln road as a bay prior to entering the live lane will be important.</p>		
42772	I support the peak hour bus lanes. I use the bus almost every day to get to work at the hospital.	Stephanie Allen	Hillmorton
42771	Yes, I think it is a fantastic idea. We need more people on buses and out of their cars. We are in a climate emergency!	Peter Galbraith	Hillmorton
42684	This plan will do nothing to alleviate traffic congestion at peak times. Combining the Bus and Cycle lane along Lincoln Road between Curletts and Wrights roads is the stupidest idea I have ever seen. If a bus can't safely pass a cyclist it slows the bus down defeating the purpose of the bus lanes. This will also astronomically increase the risk to cyclist using this lane. A shared footpath would be a better idea, but not as safe as a separate cycle lane like from Whiteleigh Avenue to Wrights Rd.	Barry Tretheway	Hillmorton
42500	I'm not a supporter of bus lanes. I'm a supporter of additional car lanes, do you have any accurate data to support how many bus users v car users are projected in the future planning?	Nathan Tikao	Hillmorton
44219	I support having 2 lanes but I wouldn't restrict it to a bus lane and a car lane. With 2 lanes the traffic would move faster through that area as the main reason it slows down now is traffic merging to one lane from Lyttleton Street - Hoon Hay Road and then back to two.	Leticia Hart	Hoon Hay
44068	The number using this bus route are small and buses are generally inconvenient to use due to lack of number of departure times and awkward route planning. If you want to encourage people to use buses fix those issues first. As to this proposal just install two vehicle lanes with no other changes and the congestion caused by the restriction to one lane in this area will be lessened. All traffic will flow faster, not just under-utilized buses.	Deane Landreth	Hoon Hay
43793	Fantastic! Well done. This is great long term thinking in providing a quality PT corridor. This will benefit me in all the ways I use Lincoln Rd, including a more comfortable drive	Mark Gregory	Hoon Hay
43772	what a good idea lets kill more small business	craig diggs	Hoon Hay
43276	Very happy with the changes	Cornelis Tabak	Hoon Hay
42655	On the premise that you're not allowed to drive in bus lanes on an already congested road in the mornings and evenings as per your proposal that the bus lanes will run from 7am - 9am and 3pm - 6pm I can already imagine the carnage down Lincoln Road when it goes back to one lane during these times. I know it doesn't matter how many submissions you receive against these bus lanes as they will still go ahead anyway, so good luck. Install and walk away.	Michelle Stanley	Hoon Hay
42457	this is a residential area, residents have cars parked on the roads, plus there are weekly bin collections which create congestion in a very high traffic and utilities area already. installing Bus lanes will only exacerbate the existing problems .	simon carsen	Hoon Hay
42564	As someone that lives in the area and is an avid user of this road, this is the most ridiculous and illogical proposal I have ever heard! There are minimal buses that use this road, the traffic is horrendous for the taxpayers that use it, not to mention the dumb and hated by the public changes you are planning to make (with no public consultation) between Whiteleigh Ave and Moorhouse! The traffic for the general public is enough that the majority of the road is already congested, there needs to be more lanes available for taxpayers paying for the road, not the public transport system!	Scott Giddy	Hoon Hay

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
44001	Generally support this proposal - much needed to encourage PT use. One question: approaching three of the intersections, the bus lanes end and a bus stop is provided, but I could imagine that it might then be difficult for the bus to re-enter the traffic lane if traffic is queued back from the intersection. Perhaps some kind of advance bus gate (like on Main North Rd) instead?	Glen Koorey	Huntsbury
44272	Yes, I support them. I have lived in the area for over sixty years, and for the past twenty have been expecting this development, particularly with the new subdivisions being built or completed in the Halswell district.	Robin Duff	Spreydon
44242	What is the point in a making a bus lane ? People don't even use the bus. You can't expect that in 30 years time people have moved away from cars because that's never going to happen. How about instead of making a bus lane you make the road 2 lanes each way so then it will thin out the traffic that is there every day no matter what the time of day it is or what day it is. That rode is busy in the weekdays and the weekends.	Casey Connell	Spreydon
44197	Waste of money. I do not support	Linford Jenny	Spreydon
44186	Looks great, we have got to make cycling and buses more attractive to people who currently commute by car etc  I also really like the no right turn into and out of Domain Tce.	Marcus Jamieson	Spreydon
44163	My concern is this bus lane is going to make bikers even more at risk. A small separation must be put in place to protect bikers.  Also, the intersection with Domain Terrace needs to be reviewed. On lincoln coming from the south, now you are blocking the right turn to the Heath Village which make it a significant detour to access. Same on Domaine terrace a lot of cars turn right on Lincoln. The curb at the middle of lincoln in front of Domain Terrace should not be built.  The same problem is happening at the NPD petro station. If people want to go south they are stuck for a long drive north or detour.  All along Lincoln Rd there are shops on both sides so if you add a median it's going to create frustration and crazy U-turns further down the road and won't improve the safety of this road...	Guillaume Clin	Spreydon
43898	Just a big thank you, although I wish the buses themselves were more affordable for use for my family. I also wonder about the cycling infrastructure on Lincoln Road and hope that safety for cyclists will be improved!	Teresa Allpress	Spreydon
43512	As someone who drives I will be impacted by losing a lane down Lincoln Road but can see the long term benefit for public transport.	Charlotte Morton	Spreydon
43510	I think it's a really good idea. I catch the bus along Lincoln Road and traffic is often very slow, particularly in the afternoon. I fully support a peak hour bus lane to prioritise bus users over car users, particularly considering the emissions from car use vs public transport use. I think CCC should be doing everything they can to encourage more people to use the service.	Emily Reid	Spreydon
43477	I would have liked to see more on what buses are going to use these lanes, are we expecting all commuters and school kids to use these? Is there coordination with ECan, what services will be on the bus lane and how good will this be door to door for the new subdivisions and current users in Spreydon and Hoon Hay. Love the extra space (on bus lane) for cyclists.  But why not a clearway or T2 lane instead of bus lane? So more people /PT can use it. All the houses in the new subdivisions in this area have a double garage, we are pushing our luck to get everyone on the e-bike and in a bus. I think you have the timing right (peak periods) and it is good to see that we can use the lanes for parking outside dedicated hours.	Norma Kloosterman	Spreydon
43445	I don't object to them.	Michael Brathwaite	Spreydon
43179	I think bus use is fairly limited and more encouragement of cycling and e-cycling should be made. I think the money better spent adding extra road lane and cycle lanes in this area.	Russell Fildes	Spreydon
43070	I support anything that improves public transport in this area and appreciate this will help the existing bus route, but I think there needs to be improvements to bus routes generally to make the new bus lanes of more benefit. Currently there is only one bus route on much of length proposed for upgrade. The other route does not go into town.  From our perspective we live 1.5km from the nearest stop on Lincoln road, and 4.5km away from town. We have a bus route passing our house (120) but it does not use Lincoln Rd to get into town, and we have to make a connection to another bus to get into town. So for us the upgrade will potentially add to our travel time if we	Peter Megarry	Spreydon

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	drive into town but not make any improvement to bus travel time. It will be similar for many of the residents in the inner suburbs surrounding Lincoln Road. It would be good if new routes could be created which either use Lincoln Road or connect with the services on it.		
42954	NO! I'm even on a motorbike, so would get use out of the bus lanes. However, even I know this is an awful idea.	Ed Wells	Spreydon
42700	I support this move, but buses need to come frequently and on time for people to actually use them!	Rachael Horner	Spreydon
42596	I am opposed to the bus lanes. It will make traffic for motorists a nightmare during peak times. It's bad enough but tolerable currently, the bus lanes will be "the straw that breaks the camels back"! Congestion for motorists will be significantly worse.	Jason George	Spreydon
44192	Not enough people use buses to warrant the need for a dedicated bus lane. I live near a bus route and have very rarely seen more than two passengers onboard, even during the "peak hours". Introducing the peak hour lane will only create congestion for motorists!	Matt Yates	Avonhead
43453	Great idea, this will encourage people to take the bus rather than drive. With the growth in Halswell this is really needed otherwise traffic congestion will get much worse.	Bridget O'Brien	Beckenham
43150	There is very little in this for cycling. The Climate Change Commission is recommending more investments in active modes such as cycling in addition to public transport. I am very surprised that this proposal is very one-sidedly looks at buses alone. E-bikes have changed the cycling landscape and you may be better prepared for that than this. Cyclists sharing bus lanes with buses: Cyclists are going to hold up the buses or the cyclists will be pushed into traffic lane when overtaking stopping buses (it is unclear whether the buses have stops there, whether stops are outside the lane). If the lane is sufficiently wide for a bus to overtake a cyclist that would be even more scary. Being overtaken by a bus at close range is scary as hell. If there is enough space for a bus to overtake a cyclist comfortably, this means there is enough space to make a separate cycleway.	Jaimita de Jongh	Beckenham
42764	Yes, anything that in encourages people to use public transport is great	Thomas Shelby	Beckenham
44243	Don't do it not a priority	Rosalie Maxwell	Cashmere
43384	Support them being operational	Natalie Brodie	Cashmere
44216	I think they are a great idea and have been needed for a long time. It would be nice to have separate cycle lanes though as having cyclists in them makes them a bit of a waste of time. Sure the odd one races along but lots go slow and right in the middle so a bus can't pass.	Selina McLeod	Central Christchurch
42789	This is a great initiative to speed up bus travel and improve mobility in Lincoln road during peak hours. I fully support this change.	Joseph Corbett-Davies	Christchurch Central
42520	What would be really amazing would be for the buses to divert via Hilmorton hospital. I know lots of nurse (myself included) who would happily bus but don't want to walk all the way and wait on Lincoln Road in the dark pre or post shift. Also it would be so good for patients and thier whanau to have public transport right to the hospital.	Ruth McNulty	Christchurch Central
42485	I support peak hour bus lanes in each direction along Lincoln Road from Whiteleigh Avenue to Curletts Road.	Lindsey Conrow	Christchurch Central
42492	I support this proposal. We need to prioritise bus travel along major transport routes.	Justin Morgenroth	Clifton
43513	Yes - having bus lanes is not going to encourage people to catch a bus. The Council is granting so many consents for development in the South West (Halswell/Kennedys Bush/Lincoln/Prebbleton) yet are not accommodating the thousands of new cars heading in from these areas. I've travelled Lincoln Road for 25 years to get to work - put simply it needs to be 2 lanes from Halswell Road right through to the City (or to Whiteleigh Ave at least). Bus lanes are a waste of resource and time - 98% of people use cars to get to work, This is not going to change.	Tim Dyer	Kennedy's Bush
44194	These are useless where the use of buses is low.	Amber Twiss	Lincoln
42839	No one uses the bus so you are wasting money .	Graeme Skilton	Lincoln
44195	Not in the vast majority of rate payers interests at all, in the slightest. I bet there are so many more pressing things that could do with an update - not adding more under used bus lanes or ridiculous T2 lanes. Why not increase traffic flow for ALL vehicles, meaning that EVERYTHING will move faster, not just an under populated bus. Removing the street side parking for these bus lanes is also a terrible thing for these businesses as if people can't park close, they won't go meaning thell lose business.. the idea of a city that all uses public transportation is nice on paper BUT, in the real world isn't going to happen or desired at all by the vast majority of rate payers, the ones who SHOULD be listened to when proposing changes.	L J	Linwood

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
42663	I support the bus lane proposal.	David Grogan	Lyttelton
42459	I support your proposals, but would like you to extend the bus lane operating hours from say 7am to 7pm.	Derek Walsh	Opawa
44254	some bus drivers don't like cyclists in the bus lane and use there horn on them if they think they are in there way, pass very close to cyclists and if they are coming up to a bus stop they will pass then pull infront of a cyclist when its not safe too, bus stop by Parade court is a good example and not really a good place for a bus stop	Allan Burns	Phillipstown
44278	This looks like a significant improvement to Lincoln road.	Mitchell Davies	Redwood
44275	Fully support the installation of peak hour bus lanes along Lincoln Road, between Whiteleigh Avenue and Curletts Road.  Ōtautahi Christchurch needs to make public transport a great service to users. To do this the service needs to avoid being caught in congested traffic (i.e. it needs to be reliable). Also to improve safety it is better if busses are not moving in and out of lanes, i.e. with a dedicated bus lane is simplifies the run.  Great to see the new bus shelters to help make waiting for the bus more pleasant for users of the service.  Personally I don't mind biking in bus lanes, I believe bus lanes are complimentary to the cycleway network.  Public transport and active transport (biking and walking) needs to be a significant part of our city's future in order to reduce our carbon emissions. We need to ensure we are taking action by delivering projects like this without delay.	Allan Taunt	Redwood
44177	think of businesses that going to suffer or close due to this , stop wasting money on projects that are not required  disabitly folk cannot get parking access to businesses	dave morgan	Riccarton
42505	Strongly support	William Miller	Riccarton
42586	Yes. I think this is an excellent idea. Lincoln Rd 's traffic congestion is a real problem, and it is a main route in and out of the city centre for people living in Halswell and Wigram. I used to live in Wigram, and often found that the number 60 bus I used for my commute would run late in the mornings due to Lincoln Road traffic, to the point where it was a significant factor in my decision to move out of the area. These bus lanes will assist with keeping buses on schedule and improve the service delivery of public transport in Christchurch.  I think this proposal has a lot of merit for impacting New Zealand's emissions as well. Reduced usage of private vehicles, and increased use of cycling, walking, and public transport will reduce emissions, supporting the environment in the current climate emergency.	Oliver Neal	Richmond
44158	Fully support.	Kiel Hurley	Somerfield
42664	I think it's a great idea. Not sure what you're rules are on who can drive in this bus lane other than busses, but in many places across the world, it's not uncommon for motorcycles to also be allowed to use bus lanes. It actually improves safety for everyone, as it means motorcycles don't end up lane-splitting.	Chris Mance	Somerfield
42481	good plan. Busses should get through regardless of commuter car traffic.	Justin Rogers	Somerfield
43014	I support dedicated bus lanes along Lincoln Road. Bus priority is an important factor in a rapid, frequent and effective public transport network.	Andrew Douglas-Clifford	St Albans
44217	I thoroughly support this peak hour bus lanes	Sally Provan Provan	Sydenham
43531	I think the idea is fantastic, and would like to see it extended all the way to moorsehouse.	Aaron Simon	Sydenham
43125	VERY supportive of this, and great to see safety of cyclists and pedestrians being taken into account also. Buses are able to transport far greater numbers of passengers than personal vehicles while taking up much less space, thereby reducing congestion. For this reason I think it makes complete sense to give them more priority lanes.	Rosalee Jenkin	Sydenham
43606	I'm sorry but this is pure madness. The population has exploded West of Addington right through to Lincoln. There are already traffic jams stretching back to Aidenfield and you plan to reduce to one lane?? You need to plan for the majority who wish to travel in comfort in Electric vehicles in the future. Buses are 'stop start'	Craig Buchan	Westmorland

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	cattle cars and push bikes laborious and impractical for older distance commuters in Winter. We are not living in New York or Mumbai for good sake - provide your citizens with the infrastructure they deserve!		
43527	If people used the bus lanes when there not in use , ie read the signs and don't park in them that would help traffic flow , unlike at Hornby and Papanui Rd . As well as the traffic light sequence make no sense , crossing in operation when people are trying to turn . Traffic filter when there is only one lane . Why ?	Simon Barnes	Westmorland
43172	I'll start with not being a fan of busses and taking away the roads from the cars that have funded it over the years.  Is there going to be realistic alternative parking to cover the space taken?  What plans ( other than taking away the road space from cars ) is there to get people on busses?  Why give the road to the busses why not go light rail instead?  Why spend money on taking people into the city center instead of growing satellite centers ( which would actually reduce congestion by diverting traffic from a central point )?  Why is there seemingly a mantra from a comedy movie ( if you build it they will come ) the bases for the move this way?  Why is the plan to have an out dated town concept the plan for the city something to further push?  This is the type of move Aucklands AT would do and they are about as poor an example of a good idea as I can think of, so why follow them?	Nicholas Hill	Wigram
42806	Great proposal, fully support. However, in making this submission I don't believe the proposals go far enough to protect all public and active transport users.	Jeff Tuck	Wigram
44208	Yes, let's do it, totally support any moves to make public transport more efficient and more competitive with driving in solo	Anne Heins	Woolston
43457	Please consider extra u-turn bays along Lincoln Road for those of us who live on the Road and will be most affected by the median barrier.	James & Ilhye Waghorn	
42687	This will slow down cars on Lincoln road and allow a greater number of cars from feeder roads at Whiteleigh Avenue, and Wrights Road due to the very short distance Lincoln road will be two laned, before the traffic lights. The lane merge after crossing Lincoln road will reduce throughput of cars at peak times.	Paul Eckroyd	
42630	I fully support extending the bus lanes. A good part of this section is two lane anyway.  Consistency of service times is one crucial part of the solution to make bus travel attractive (the others being frequency of service, routes connecting destinations, safe/clean/modern vehicles, and affordable fares)	David Moorhouse	
42578	Would be nice if the focuse was on early hour 4am, 5 am or 8.30 am - 2.30pm	M Calvert	
42574	Yet another garbage proposal forced upon us with "warmest regards" from the Christchurch city council. Have any of you ever driven down lincoln road at peak times? I highly doubt it if you think that pissing around with more mixed bus/ bike lanes and no parking, more stopping, less connectivity by cutting right hand turns is what that road needs?!	Sam Whittaker	

## Individuals

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
44196	Yes	Blake Quartly	Addington
44284	Yes	Adam Lines	

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
43409	Yes	Andrew W	Addington
43400	No	Liam White	Spreydon
42796	Yes	Josiah O'Neill	Addington
42792	Yes	Imogen Hull	Aidanfield
44240	Yes	Lesley Clouston	Halswell
44284	Yes	Adam Lines	
43570	No	Anmol Dutt	Addington
43953	Yes	Sundeep Daggubati	Halswell
43729	Yes	Lloyd Robison	Halswell
43487	Yes	Jeanette Rowden	Halswell
43480	Yes	Laurie Renwick	Halswell
43372	Yes	Greg Vodok	Halswell
43292	Yes	Lerks Stedman	Halswell
43180	Yes	Jayne Perrin	Halswell
42725	Yes	Alexander Purcell	Halswell
42716	Yes	Alexander Amies	Halswell
42711	Yes	Mark Parry	Halswell
42704	Yes	Sophie Morton	Halswell
42466	Yes	Nikesh Ganda	Halswell
44274	Yes	Fiona Bennetts	Harewood
43537	Yes	Stephan Lloyd	Harewood
44201	Yes	Kelly Perazzolo	Hillmorton
44155	Yes	Theresa Cole-Swami	Hillmorton
44137	Yes	Luke BRIDGMAN	Hillmorton
42811	Yes	Keri Hodgman	Hillmorton
42772	Yes	Stephanie Allen	Hillmorton

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
42771	Yes	Peter Galbraith	Hillmorton
43793	Yes	Mark Gregory	Hoon Hay
43276	Yes	Cornelis Tabak	Hoon Hay
42499	Yes	William Southby	Hoon Hay
44001	Yes	Glen Koorey	Huntsbury
44272	Yes	Robin Duff	Spreydon
43898	Yes	Teresa Allpress	Spreydon
43512	Yes	Charlotte Morton	Spreydon
43510	Yes	Emily Reid	Spreydon
43445	Yes	Michael Brathwaite	Spreydon
43070	Yes	Peter Megarry	Spreydon
42924	Yes	Amy Maxwell	Spreydon
42700	Yes	Rachael Horner	Spreydon
43453	Yes	Bridget O'Brien	Beckenham
42764	Yes	Thomas Shelby	Beckenham
43384	Yes	Natalie Brodie	Cashmere
44216	Yes	Selina McLeod	Central Christchurch
42789	Yes	Joseph Corbett-Davies	Christchurch Central
42520	Yes	Ruth McNulty	Christchurch Central
42495	No	Timothy Zhang	Wigram
42485	Yes	Lindsey Conrow	Christchurch Central
42492	Yes	Justin Morgenroth	Clifton
42663	Yes	David Grogan	Lyttelton
42459	Yes	Derek Walsh	Opawa
44254	Yes	Allan Burns	Phillipstown



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
44278	Yes	Mitchell Davies	Redwood
44275	Yes	Allan Taunt	Redwood
42505	Yes	William Miller	Riccarton
42586	Yes	Oliver Neal	Richmond
44158	Yes	Kiel Hurley	Somerfield
42664	Yes	Chris Mance	Somerfield
42481	Yes	Justin Rogers	Somerfield
43014	Yes	Andrew Douglas-Clifford	St Albans
42816	Yes	Hunter Curd	St Albans
44217	Yes	Sally Provan Provan	Sydenham
43531	Yes	Aaron Simon	Sydenham
43125	Yes	Rosalee Jenkin	Sydenham
43527	Yes	Simon Barnes	Westmorland
42806	Yes	Jeff Tuck	Wigram
44208	Yes	Anne Heins	Woolston
42630	Yes	David Moorhouse	
44054	No	Brook Hua	Addington
43497	No	Mike Fenton	Addington
42531	No	Carmen Kenton	Addington
42503	No	Ian Jones	Addington
44249	No	Sam Lovie	Aidanfield
43943	No	Josh Jones	Aidanfield
42732	No	SHARON HOLMWOOD	Aidanfield
42563	No	Valerie Campbell	Aidanfield
44270	No	Kate Ody	Halswell
44167	No	Graeme Preston	Halswell
44162	No	Stephen Reed	Halswell
44150	No	Warner Wilson	Halswell
44147	No	Dianna Hanne	Halswell

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
44062	No	Jacqui Stewart	Halswell
43976	No	Cj Sparrow	Halswell
43508	No	Andrew Yip	Halswell
43490	No	Nathan Burrowes	Halswell
43253	No	Mel Gourlie	Halswell
42901	No	Adam Marshall	Halswell
42844	No	steve bruerton	Halswell
42784	No	Brent Silby	Halswell
42743	No	dave Simpson	Halswell
42652	No	Emily Kirk	Halswell
42651	No	Luaiva Daly	Halswell
43601	No	Mike Stopforth	Haslwell
42577	No	Vanya Giddy	Hei Hei
44241	No	Len Damiano	Hillmorton
44220	No	Emily Stephens	Hillmorton
43792	No	Maurice Burke	Hillmorton
43536	No	Megan Smith	Hillmorton
43413	No	Keyang Bi	Hillmorton
43237	No	Todd Cassie	Hillmorton
43022	No	Mike Walls	Hillmorton
42892	No	Hamish Mulcock	Hillmorton
42824	No	Christine Rodda	Hillmorton
42684	No	Barry Tretheway	Hillmorton
42500	No	Nathan Tikao	Hillmorton
44219	No	Leticia Hart	Hoon Hay
44068	No	Deane Landreth	Hoon Hay
43772	No	craig diggs	Hoon Hay
42655	No	Michelle Stanley	Hoon Hay
42457	No	simon carsen	Hoon Hay

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
42564	No	Scott Giddy	Hoon Hay
44242	No	Casey Connell	Spreydon
44211	No	Lauren Ellis	Spreydon
44197	No	Linford Jenny	Spreydon
44186	No	Marcus Jamieson	Spreydon
44163	No	Guillaume Clin	Spreydon
43477	No	Norma Kloosterman	Spreydon
43204	No	Simon Welch	Spreydon
43179	No	Russell Fildes	Spreydon
42954	No	Ed Wells	Spreydon
42596	No	Jason George	Spreydon
44192	No	Matt Yates	Avonhead
43150	No	Jaimita de Jongh	Beckenham
44243	No	Rosalie Maxwell	Cashmere
43513	No	Tim Dyer	Kennedy's Bush
44194	No	Amber Twiss	Lincoln
42839	No	Graeme Skilton	Lincoln
44195	No	L J	Linwood
44177	No	dave morgan	Riccarton
43606	No	Craig Buchan	Westmorland
43172	No	Nicholas Hill	Wigram
42687	No	Paul Eckroyd	
42578	No	M Calvert	
42574	No	Sam Whittaker	
43570	Don't do it. Traffic is really bad during peak hours.	Anmol Dutt	Addington

## Individuals

### 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
44196	Support this change.	Blake Quartly	Addington
43409	No	Andrew W	Addington
43400	DO NOT DO IT	Liam White	Spreydon
42796	Yes it makes sense to have all the bus lanes in one direction along the whole route operating at the same time	Josiah O'Neill	Addington
42792	Good idea	Imogen Hull	Aidanfield
44240	no, go ahead	Lesley Clouston	Halswell
43953	3 PM to 6 PM is okay	Sundeep Daggubati	Halswell
43372	Don't support. Bus lanes should be active 24 hrs ideally, or at least 3-6:30.	Greg Vodok	Halswell
43292	4-6 preferred. Peak weekday traffic on Addington is only about an hour in the morning and evening.	Lerks Stedman	Halswell
43180	Great idea if high volume of users at 3pm is consistent with volume at 4pm.	Jayne Perrin	Halswell
42711	No	Mark Parry	Halswell
42704	Great idea!	Sophie Morton	Halswell
44274	I support extending the start time to catch school traffic, but think this should start even earlier, at 2:30pm, as this is when parents and caregivers start to gather around schools, plus high schools finish at 2:30pm on Wednesdays.	Fiona Bennetts	Harewood
43537	Support.	Stephan Lloyd	Harewood
44137	No.	Luke BRIDGMAN	Hillmorton
42811	I feel it should be earlier during the week as school traffic commences prior to 3pm. I believe it should be 24-hour bus lanes, however if not then 2pm start makes more sense.	Keri Hodgman	Hillmorton
42772	Good idea	Stephanie Allen	Hillmorton
42771	Make it 3pm - 7pm even!	Peter Galbraith	Hillmorton
43276	Happy with the change to 3PM to 6 PM	Cornelis Tabak	Hoon Hay
42499	Good change	William Southby	Hoon Hay
44001	Support	Glen Koorey	Huntsbury
44272	Yes, it makes sense to include the hours when pupils leave school each day. It is probably too complex to have the hours change to the later time during school holidays.	Robin Duff	Spreydon
43898	4 pm to 6 pm makes sense, the 3 pm might make it really challenging for folks to get to their kids at school, since the buses on Lincoln Rd themselves for some reason don't seem to service many local schools (sacred heart, Addington te kura Taumatua, West Spreydon, etc)	Teresa Allpress	Spreydon
43512	It makes sense to capture the afterschool buses in the bus lane hours.	Charlotte Morton	Spreydon

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
43445	I have no objection.	Michael Brathwaite	Spreydon
42700	Support this move	Rachael Horner	Spreydon
42764	In theory, if its actively used. I would like this extra hour to be reviewed to see hoe frequent the buses are	Thomas Shelby	Beckenham
43384	Support the change	Natalie Brodie	Cashmere
44216	It's needed too	Selina McLeod	Central Christchurch
42789	I agree with this change.	Joseph Corbett-Davies	Christchurch Central
42485	I support changing the out-bound Addington bus lane hours to 3pm to 6pm.	Lindsey Conrow	Christchurch Central
42492	I support this. More opportunities for school-aged children to benefit from dedicated bus lanes to travel home from school.	Justin Morgenroth	Clifton
42495	没有, 三点确实有点早。(Translation below) No, although 3pm really is a bit early.	Timothy Zhang	Wigram
42459	Extend hours further. 12 hours per day for consistency and simplicity	Derek Walsh	Opawa
44254	it would be good at that time of the day	Allan Burns	Phillipstown
44278	I support this change but it may be worthwhile changing to 2 pm instead of 3 pm	Mitchell Davies	Redwood
44275	Fully support extending the out-bound Addington bus lane hours from 4pm to 6pm to 3pm to 6pm. Traffic is busy at 3pm, so allowing buses to make their run unhindered helps users of the service.	Allan Taunt	Redwood
42586	I think that these should remain from 3pm.	Oliver Neal	Richmond
44158	Fully support.	Kiel Hurley	Somerfield
42664	As above.	Chris Mance	Somerfield
42481	That change sounds appropriate if the school pickup traffic is causing congestion	Justin Rogers	Somerfield
44217	Sounds good. The more hours the better	Sally Provan Provan	Sydenham
43531	The change sounds reasonable	Aaron Simon	Sydenham
43125	I think this is a good idea as it will allow students who live in Lincoln a better, faster option for traveling by bus	Rosalee Jenkin	Sydenham
42806	Agree with the proposal at it will improve bids Transport for minimal additional disruption to car parking	Jeff Tuck	Wigram
44208	Sounds good to me	Anne Heins	Woolston
42630	Great, this will improve service levels for students too	David Moorhouse	
42531	Yes. Please see above. If there is no bus lane for rush hours then it won't need a time frame	Carmen Kenton	Addington
44249	no.	Sam Lovie	Aidanfield
42732	WASTE OF MY RATES DON'T YOU DON'T LISTEN IT WOULD BE BETTER IF YOU PUT A TWO LINE EACH SIDE DO ANY OF YOUR COUNCILLER EVERY TRAVEL IN THE THESE'S TIME??	SHARON HOLMWOOD	Aidanfield
44167	I agree with the bus lane hous changing.	Graeme Preston	Halswell

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
44162	No bus lanes as per my comment above.	Stephen Reed	Halswell
44150	Ensure this is the best use of public funds, pre earthquake the busses were well used now they are empty, how are we to fill them up? If they are empty still it is a waste of money	Warner Wilson	Halswell
44147	Need both lanes for traffic, all traffic.	Dianna Hanne	Halswell
43976	Agree. Less bus lane time is better between 3-4. The amount of traffic from schools is not the same as between 4:30pm to 6pm with workers coming home.	Cj Sparrow	Halswell
43508	No leave it as is	Andrew Yip	Halswell
43490	Don't do it. Lincoln Rd is already a disaster without this. Look at what happened to riccarton road, absolute shambles.	Nathan Burrowes	Halswell
43253	Use express buses instead along the Lincoln Road section	Mel Gourlie	Halswell
42784	No need. Buses already flow easily between 3 and 4pm. I'd go from 4:30pm to 6pm.	Brent Silby	Halswell
42652	No	Emily Kirk	Halswell
42577	Bloody stupid...concentrate your efforts WHERE they are needed.	Vanya Giddy	Hei Hei
44241	Why??? Have you counted how many people are using these buses?	Len Damiano	Hillmorton
44220	Not happy at peak hour times and traffic will be double up now.	Emily Stephens	Hillmorton
43536	No	Megan Smith	Hillmorton
43237	As above, this will have a negative impact and will not increase bus usage. It has not worked elsewhere in ChCh.	Todd Cassie	Hillmorton
43022	No.	Mike Walls	Hillmorton
42892	This is an unnecessarily long amount of time and severely limits car traffic for the questionable benefit of a small number of bus users. As a bus user myself I see value in dedicated bus lanes during peak times, but 3 - 4pm weekdays is not justified.	Hamish Mulcock	Hillmorton
42824	Better to start at 3pm so able to catch school pupils and those early finishers at work.	Christine Rodda	Hillmorton
42684	A positive move. All bus lanes should be the same hours throughout the city, to avoid confusion.	Barry Tretheway	Hillmorton
42500	Would prefer it stayed at 4pm-6pm if these changes are to take place	Nathan Tikao	Hillmorton
42655	Doesn't matter what the public want. Bus lanes will still be installed, the proposed new times will no doubt still go ahead. I know that public consultation must be undertaken, but what a waste of time and money on the ratepayers (my) money and of Council's time when we all know that the outcome is not going to change in the slightest.	Michelle Stanley	Hoon Hay
42457	no	simon carsen	Hoon Hay
42564	Why? Why would you do this?! Buses do what they want anyway, why is there a lane dedicated to them when they cut into traffic constantly when they want to. And why to 6pm?! Peak hour for the public whilst school is finished at 3pm.	Scott Giddy	Hoon Hay
44242	There is no need for it, there is no need for bus lanes to be anywhere if you actually plan the roads better	Casey Connell	Spreydon
44197	Do not support putting bus lane in	Linford Jenny	Spreydon
44186	No	Marcus Jamieson	Spreydon
44163	nope	Guillaume Clin	Spreydon
43477	If it encourages more students to bus and bike I say go for it.	Norma Kloosterman	Spreydon

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
43179	I think bus use is fairly limited and more encouragement of cycling and e-cycling should be made. I think the money better spent adding extra road lane and cycle lanes in this area.	Russell Fildes	Spreydon
42954	Again, no. Don't do it.	Ed Wells	Spreydon
42596	Opposed	Jason George	Spreydon
42839	Waste of money	Graeme Skilton	Lincoln
43172	Flow of traffic is the issue that is trying to be tackled reducing the lanes will only work if people suddenly decide to catch the bus. But history tends to suggest that people will just moan more about the traffic and get up earlier to sit in traffic longer.	Nicholas Hill	Wigram
42687	Against it	Paul Eckroyd	
42578	60 k speed limit return on Moorehouse ave	M Calvert	

## Individuals

### 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
43570	I live down that road. If you put the bus lane where the traffic should go.? U going to jam up the traffic till moorhouse ave. You guys need to widen the road instead put a bus lane on that.	Anmol Dutt	Addington
44284	<p>"I appreciate the Council's continued commitment to deliver safer transport for all. Thank you for the opportunity to submit on this project.</p> <p>I support the proposed bus lane operating hours on Saturday.</p> <p>I support the proposal, but have some concerns.</p> <p>General comment:</p> <ol style="list-style-type: none"> <li>Can raised crossing tables please be investigated for every side road. Locations could include Annex Rd, Domain Tce, Torrens Rd, and Nairn St. The new crossing at Cashel/Manchester is a great example of this treatment.</li> </ol> <p>Lincoln Rd Plan 1:</p> <ol style="list-style-type: none"> <li>Can the turning radius please be tightened at Annex Rd. Walking along the northern side of Lincoln Rd, the current turn sweep will encourage fast cornering.</li> <li>Could the shared path please be extended from Annex Rd southwards to Curletts Rd. This will link the Nor'West Arc to Waka Kotahi's planned shared path, and can be accommodated by narrowing the median island for ~150 metres.</li> </ol> <p>Lincoln Rd Plan 2:</p> <ol style="list-style-type: none"> <li>Do the vehicle counts of Sylvian St necessitate two dedicated turn lanes? If so, can a raised table please be installed.</li> </ol> <p>Lincoln Rd Plan 3:</p> <ol style="list-style-type: none"> <li>Could the bus lanes approaching Wrights Rd please be extended to the intersection, rather than ~200m from the signals. Also, can green cycle lane surfacing please be extended to the intersection.</li> <li>Could a zebra crossing and/or raised table please be added to the slip lane from Wrights Rd to Lincoln Rd.</li> <li>Can the cycle lanes please be separated between Wright Rd and Whiteleigh Ave? Looking at Smartview, there's over 600 people every weekday that cycle along Lincoln Rd. If it's out of scope, can the traffic lanes please be narrowed down to 3.2m for greater cycle lane width.</li> </ol>	Adam Lines	

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	<p>Lincoln Rd Plan 4:</p> <p>Could the inbound bus stop next to Parade Court please be reconsidered. People on bikes transitioning onto the on-road cycle lane will have nowhere to go if a bus cuts across to stop. Can consideration please be given to a floating bus stop? The cycle lane can then follow the existing kerb line to Parade Court - please refer to attached sketch. This would remove two conflict points: A) bus cutting across cycle lane to stop, and; B) bus pulling out of stop and cutting across cycle lane. I acknowledge this scenario happens at nearly every bus stop in the city, but in this project it can be designed otherwise - especially if this route is running every 7.5mins in future.</p> <p>..</p>		
43409	As above, if my feedback will make any difference please feel free to contact me, as other submissions from me and other people have made no difference	Andrew W	Addington
43400	Fix the roads around Christchurch first that everyone has been crying out for you do to. Stop having your finger up your ass and adding stupid waste of money cycle ways and new pointless bus lanes. They are a waste of money. Time and only cause more issues. There will be a crash down Domain Terrace because of the stupid cycle lane you have put there. I have almost been killed several times going down that street. Do not make this mistake again with this. It does not need to be done. Listen to the people for once stop going with it and doing stupid crap like this	Liam White	Spreydon
42796	<p>I'm concerned about the safety of cyclists when the bus lanes are not operating, will there be room for cyclists to use the bus lanes when cars are parked in them, (without being in the door zone of the cars)</p> <p>Maybe the project could include a shared path connecting the Norwest art to The little river link. And from Annex Road to the shared path on Curletts Road.</p>	Josiah O'Neill	Addington
43180	<p>I'm concerned about the visibility at Sylvan Street intersection. It's already a difficult manouvre turning right onto Lincoln road during busy times. I'm worried that the new bus stop on city-side will obscure visibility along the road.</p> <p>We visit Lyndon Grove area regularly and at peak times use Hillmorton Street and Wright's road route to get onto Lincoln road southbound. I also worry that if Sylvan intersection is even harder to use with changes, New bus stop, etc then even more traffic will use the narrow Hillmorton route.</p> <p>Q: on Lincoln road (at Sylvan Street), outside of bus lane operational times, will this space be for parking or driving?</p>	Jayne Perrin	Halswell
42711	No	Mark Parry	Halswell
42704	Fantastic idea, it will make taking the bus into town much more feasible	Sophie Morton	Halswell
44274	<p>1) Will the bus lanes between Wrights Road and Whiteleigh Ave be general traffic lanes outside of bus lane operating hours? (Not sure where else in Chch this has been done on a four-lane road.) Would T2 lanes be more effective?</p> <p>2) What width are the cycle lanes shown? Are these just the existing lanes from Wrights Road to Whiteleigh Ave? Can they be widened to 1.6m or more?</p> <p>3) I'm confused about the Twigger Street treatment (raised median) at Lincoln Road. It looks like there is going to be a U-turn lane (city-bound turning right to become Halswell-bound), rather than a merging lane for those trying to turn right from Twiggers onto Lincoln, which might be more useful? Are there enough U-turn spots?</p> <p>4) I would suggest bus lane times should start at 2:30pm in the afternoon on weekdays (this should be the same across the entire city), as that is when parents/caregivers start to arrive to collect children who aren't walking/cycling/scootering/skating away from school.</p> <p>5) Will the pedestrian crossing points be able to be used by those in wheelchairs and other mobility devices? I notice, while driving a NZ Post Paster (similar to a golf cart) around the footpaths of western Chch, that a lot of footpaths and crossing points are terrible! Too narrow, too overgrown, too bumpy with tree roots and the gutters/channels - in other words not even good for those walking.</p> <p>6) How can we 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.</p>	Fiona Bennetts	Harewood



Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	<p>7) Agree with widening footpaths - the standard width across the city is too narrow, especially in these covid times when we need to keep a distance from others.</p> <p>8) I expect some push-back on preventing right-turns in and out of Domain Terrace. Definitely need turning arrows for Lyttelton St/Lincoln Rd intersection (all options). What alternatives are there? Could full lights be installed at Domain Terrace, synchronized or combined with the Nor-West Arc cycle crossing? Access on the NW side of this intersection in/out of Hillmorton Hospital should be restricted to left in/left out.</p> <p>Please extend the shared path on the NW side of Lincoln Road (proposed on another Lincoln Rd project) from Curletts Road to Annex Road, so cyclists can safely connect onto the Nor'West Arc cycleway. This will be great for school students, parents/caregivers accompanying children, teachers/support staff, and anyone going to Ngā Puna Wai.</p>		
44137	It would seem that two lanes of traffic from Curletts Road to Moorhouse Avenue in both directions would be the most efficient way of moving traffic. From my experience driving and cycling into town in morning traffic, the bottleneck stems from the Lincoln Road/Moorhouse Avenue intersection and backs up down to Halswell Road from there. Two-laning the entirety of Lincoln Road (by using clearways at the least) would greatly improved traffic flow and bus timings, while also improving general vehicle times. A similar benefit could possibly be seen by allowing the bus lane to be used as a T2 or T3 lane if Council were not willing to allow two lanes for full use.	Luke BRIDGMAN	Hillmorton
42811	Needs to be more transformative to get people out of cars. Christchurch City Council are performing poorly in this space, which is reflected in regional vehicle ownership statistics and the high proportion of externality costs from transport within the city.	Keri Hodgman	Hillmorton
	Again, all on street parking must be removed. It is a private, not a public good.		
42772	We need more people on public transport and cycling. We are in a climate emergency. We need the buses to run later (past 11pm) from the hospital so that nurses can get home after their shift's finish at 11pm.	Stephanie Allen	Hillmorton
43276	It's time the busses are getting some priority some where	Cornelis Tabak	Hoon Hay
44001	<p>The sections north of Wrights Rd are a little unusual in having car parking outside both the cycle and bus lanes - so traffic has to cross both to access or leave the parking spaces. Will be interesting to see how that works in practice...</p> <p>The ped crossing points in the northern half feature unnecessarily long staggers in the median - contrast with the ones proposed for the southern half (PNG best practice). Suggest updating the northern ones too.</p>	Glen Koorey	Huntsbury
44272	<p>I had various small questions, but these were answered most helpfully by the staff at the drop-in session.</p> <p>One aspect which is not covered at all is traffic congestion for vehicles turning right from Halswell Road into Curletts Road. The lack of a right-turning traffic signal arrow, frequently means that drivers either take a risky chance or need to wait for several traffic light cycles before there is a gap in on-coming traffic during the amber light phase. With the inevitable rise in vehicle numbers using this route, (which is one of the reasons for the proposal), this will only get worse. I have been a licenced driver since 1957, so don't get flustered, but for a relatively new driver this must be a stressful experience for them. I am aware that traffic engineers don't want to slow down the main stream flow, but I believe that, (just as in general government), minorities have the right be catered for also. It is not as if there is a simple alternative route - if there was we would use it.</p>	Robin Duff	Spreydon
43898	Thank you, CCC for being willing to invest in projects that are deeply unpopular in the short term yet will be in the best interest of our beautiful city's future.	Teresa Allpress	Spreydon
43512	Support the right turn in and out of Domain Terrace being removed, especially if there is a right turn arrow going onto Lyttelton Rd from Lincoln Rd. Support native trees being planted but not cabbage trees as they make a mess and drop leaves into peoples properties that are a pain.	Charlotte Morton	Spreydon
43445	I don't object to the bus lanes, but I strongly object to the median strip. On my way home from work at West Melton, I come via Curletts Road and Lincoln Road, and turn right into Domain Terrace. I don't want to have to go to Lyttelton Street, as that intersection is a pain in the neck, and I doubt that the right turning arrow will improve it much. I understand a place to do a U-turn just past MacDonald's is under consideration, and that would be better than nothing, but I still object to having a median strip at all.	Michael Brathwaite	Spreydon
42764	The population in Christchurch is growing at an alarming rate. This is why people are seeking to live out if town. The better the public transport network is, the more people will use it. I know the consensus is that nobody takes the bus, but if the network is improved hopefully it will encourage more people to use it. If you build it they will come. For example the new cycleways are a great examples of this.	Thomas Shelby	Beckenham

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
43384	Support better access for bus users to Hillmorton Hospital:  - A new city-bound bus shelter is also planned for outside McDonald's Hillmorton. - The existing city-bound bus stop outside the Black Horse Hotel will be relocated south opposite 28 Lincoln Road	Natalie Brodie	Cashmere
44216	Please install cameras as they are not policed enough in chch	Selina McLeod	Central Christchurch
42495	会花费多少预算 · 对居民的地税有什么影响。(Translation below) How much budget will be spent, and what effect will it have on residents' rates?	Timothy Zhang	Wigram
42485	Christchurch desperately needs more bus priority lanes to make the system more efficient - buses should not be sitting in the same traffic congestion that cars generate so we need to ensure streets are designed to prefer public transport and active modes. That includes removing on street car parks to free up space.	Lindsey Conrow	Christchurch Central
44254	Between Curletts and Annex Road on the west side of Lincoln you need a shared path to connect shared path round the show grounds to the Nor'west Arc Cycleway to make it safer for people biking down Lincoln road then going onto the shared path round the showgrounds this needs to be a very high priority, also all intersections on Lincoln Road with traffic lights need 4 hook turn boxes for cyclists, the intersection of Lyttleton, Lincoln and Wrights only has 2 on the plan, also why is there another bus stop been put in on Lincoln Road between Lyttleton Street and Hoon Hay Road there is already 3 bus stops why do you need 4 bus stops in the space of 850 meters when there is only 2 between Barrington Street and Lyttleton Street which is the same distance, also vehicles regularly pulling out onto the cycle lane at Sylvan Street, go to <a href="https://upride.cc/">https://upride.cc/</a> then go to map and check out all incidents that have been posted on along Lincoln Road	Allan Burns	Phillipstown
44275	For safety and improving traffic flow, therefore:  Fully support: Domain Terrace – remove the right turn in and out.  Fully support: Torrens Road – remove the right turn out on to Lincoln Road.  Roads need to be prioritised toward moving people rather than vehicle storage, therefore:  Fully support: Removal of on-street parking when the bus lanes are operational between Curletts Road and Wrights Road.  Fully support the new crossings for pedestrians.  Fully support the trees planted in the median as this helps with traffic calming.	Allan Taunt	Redwood
42586	In addition to my support of the bus lanes, I also support the improvement of all infrastructure as outlined - increased pedestrian crossings, improvements and changes to public transport infrastructure, as well as road changes. These changes will promote safety for all road users, and will naturally slow down moving vehicles as a mixed use environment.  In addition to the safety improvements, this will also improve health outcomes. New Zealand ranks high in world obesity statistics, and the improvement of public transport infrastructure will lead to improvement in the general health of Cantabrians by increasing patronage and providing increased opportunities for daily exercise to a greater number of people. As obesity is linked with many health issues, increased patronage can only be a good thing.  I also support the proposed changes to parking on Lincoln Road	Oliver Neal	Richmond
44158	Fully support everything. Don't water it down.	Kiel Hurley	Somerfield
44217	This is a good step on the way towards having functioning public transport in Christchurch	Sally Provan Provan	Sydenham
43531	Whereever we can eliminate vehicles crossing across two or more lanes at an uncontrolled intersection, we should do so. Those feel like points where the danger risk is very high during peak hours	Aaron Simon	Sydenham
42806	Removing more car parking from whightleigh to moorhouse would improve safety along this dangerous length of road by allowing greater visibility to turning cars and space for cyclists.	Jeff Tuck	Wigram

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
44249	<p>Hi there.</p> <p>Appreciate what you are trying to do here but my feedback is that we shouldn't be updating and supporting an old, unpopular and unprofitable mode of transport.</p> <p>It's 2021 - people now use E-bikes, electric scooters and Uber to get around.</p> <p>Buses are Costly to run, un-popular, unhygienic and inconvenient. This is shown in their dwindling patronage and inability to run at a profit.</p> <p>I understand that we must cater to the disabled community but there are so many alternatives modes of transport and online services are growing rapidly i.e online food delivery, working from home, online medical assessments.</p> <p>This doesn't seem very future thinking at all. Please don't support a dying mode of transport.</p> <p>However the cycle lane from Halswell is well used and fantastic for commuting. I would encourage you to develop the cycleways on Lincoln road for sure.</p> <p>However I would actually prefer to see the road clearly 2 lanes each direction. There is so much property development going on in Halswell that i really fear for congestion if you retain the existing single lane portion.</p> <p>As a cyclist on Lincoln road, congestion is dangerous and would only be made worse by keeping a bus only lane unavailable for use at peak hours.</p> <p>I would strongly encourage you to instead see if you can expand the existing single lane portions to a two lane functionality and focus on bettering the existing single cycle lanes through the application of the green paint.</p> <p>In short - Please just work to improve the existing cycle lanes and do not further reduce car capacity. Do not support an outdated mode of transport (the Bus). Think of the future and support cycling, e-scooting/biking and e-vehicles.</p>	Sam Lovie	Aidanfield
42732	AS ABOVE BUT IT WON'T ENCOURAGE ME TO USE AND THIS CONCIL DOESN'T LISTEN ANYWAY	SHARON HOLMWOOD	Aidanfield
44167	If the road was widened the way it was supposed to be 50 years ago, it would be good but as it is, it will be too narrow frm Lyttelton Street to Curletts Road. Slow down the traffic more than what it is now.	Graeme Preston	Halswell
44162	Implementing bus lanes I consider an unnecessary waste of money for probably what will be 'a handful' of people travelling by bus. Make the roads to cater for the most popular and commonly used mode of traffic which I believe are cars.	Stephen Reed	Halswell
44147	You have not heard the public. We ate growing out here in these suburbs, yet Halswell did not get an off ramp, and now some suburbs are being cut off and traffic being severely hindered with this plan. Are you just trying to make our lives harder?	Dianna Hanne	Halswell
43976	<p>First of all where is this money coming from? Because it's not coming from the Chinese for the Canterbury water.... The council has money for this? Fix major christchurch roads properly instead of having a crew 'patch' up an area for 3-4 weeks and then in 6 months time it's worse due to how potholes are made, which happens easier when sub par repairs or roads are patched up instead of being redone (look it up, it's to do with water getting into a hole or crack at the repair site because it's extremely difficult to do a good patch up job without it being raised or sunken in compared to the rest of the road. The water then gets colder and starts expanding and cracking the concrete then gets driven over). Now you have the issue of the road being closed for another 3-4weeks for patch work and in another few months the road will be closed for even longer because it's finally getting fully redone.</p> <p>The increase of width of the pedestrian walkway is ridiculous, it's like money is just wanting to be spent. Where were the people who are planning this when it came to the stadium. Feel free to contact me regarding the stadium statement, but if any contact is made just know any faith I still had in the council is gone. The stadium should of been one of the first things to be rebuilt after the earthquakes in order to bring money back into the city. What is the issue with the walkway being it's current width? I can think of streets with MORE foot traffic that have similar of not smaller footpaths in places.</p> <p>Regarding the cyclists: There is literally bike lanes that millions of dollars were spent on to be used. They can use those if they have a problem with biking like I did as a child too and from school.</p> <p>Re:Removing more parking space (At least temporarily during certain hours) there is already so much parking that has been removed in the cashmere/hoon hay/hillmorton area due to cycle ways. Don't remove more. Lincoln road is used to park at when there is an event at the racecourse.</p> <p>In summary for the amount of money that is going to be spent on this project, you will not see the returns in more people upon the bus, you will not see a reduction in traffic, you will most likely not see a reduction in times a bus is running late on that route.</p> <p>You will see people being more agitated when having to let the bus merge back into there lane further up the road. You will see people wondering where the money came from to do this project over the many others that NEED to be done.</p>	Cj Sparrow	Halswell

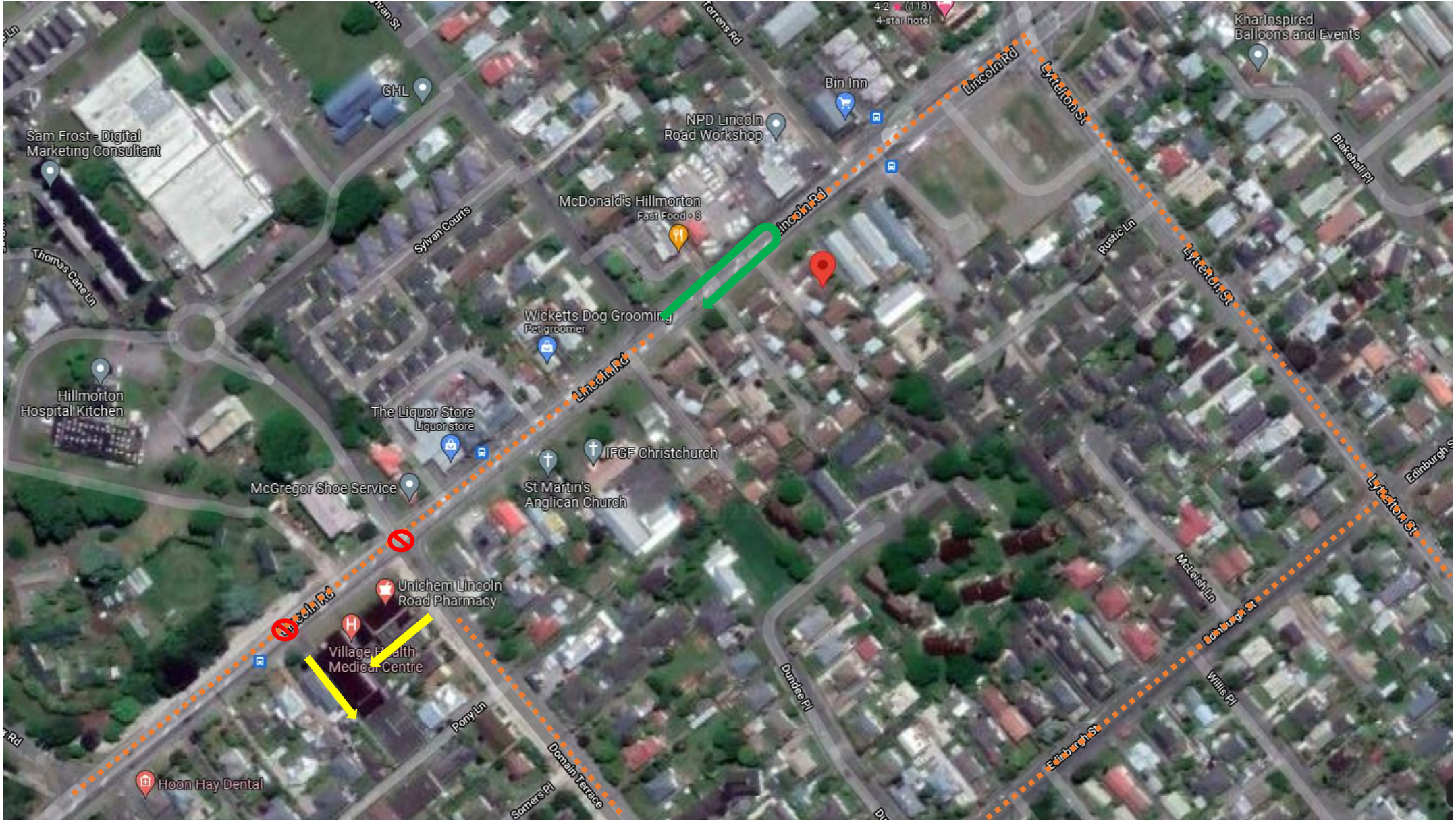
Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	<p>I'm sorry for some of the minor rambling being done. But if you have any idea about how people in christchurch view how the council spends money, especially after the earthquakes, you will understand the points being made even though they are incredibly brief in comparison to what they could be with detail and examples (both of which I don't have time to do as its 1am)</p> <p>Thanks for your time.</p> <p>I'm happy to be contacted, however only through email not over the phone. Thank you</p> <p>Cj</p>		
43508	I do not endorse this as it is a waste of rate payer funds	Andrew Yip	Halswell
43490	<p>What about looking at doing two lanes all the way from Wrights Road to Curletts Road? Surely a whole lot easier and simpler. 2 lanes each way, berm divider, 2.3m paths each side of the road, simple. Then you get pedestrian and cycles going, cars moving freely, and buses going through too. There is plenty of room for it surely.</p> <p>From what I have seen too, cars always let the bus in anyway. Who now said there was even a problem with bus movement down here anyway? Seems like a whole lot of overthinking for a simple solution, and overthinking can lead to more harm than good.</p>	Nathan Burrowes	Halswell
43253	Just stop slowing the traffic down - and removing carparks. I changed hairdressers as I can no longer get parking around ClipJoint & Co. I won't be the only one, how many other businesses is CCC going to assist in going bust?	Mel Gourlie	Halswell
42784	The goal is to get more people riding buses, right? But the bus lane proposal assumes the continuation of large numbers of private cars. It is needed because there are too many cars getting in the way of a smooth bus ride. Perhaps the project funding would be better spent on providing more frequent buses and making them free to ride. Then you'd achieve your goal of more people riding buses, which would mean there would be fewer cars on the road, which would make the bus lane unnecessary.	Brent Silby	Halswell
42652	If these bus lanes are going ahead then can we please have some access to the motorway for halswell residents an off/on ramp to the Southern motor way at either Aidanfield or Dunbars road would be the logical way to create an alternative route for car travel while freeing up Lincoln road for buses. It is ridiculous that there isn't already another access point on/off the motorway between curletts and halswell junction already and should be something that is considered	Emily Kirk	Halswell
44241	I do not appreciate my rates money being spent on ideologically driven drivels like this. Focus on core business, like fixing the eq damaged roads in this area. It's been 10 years, will they ever be repaired?	Len Damiano	Hillmorton
43536	<p>They need a green arrow on the lights at Lincoln Road turning into curletts road. Especially once these changes take place as lots of people will head that way when we can't turn right out of our houses. Currently it is very hard to turn at these light during heavy traffic meaning many cars go on the red light.</p> <p>Also more u turn options, as we won't be able to turn right out of our houses or right into our houses. Going around the block is going to create more traffic congestion. I would prefer to still be able to turn right as currently only an issue at between 8 and 9am or 4 and 6 pm. The rest of the time it works well. But I understand change is required. But please make it useable for the people that live in Lincoln Road.</p> <p>And domain terrace is a disaster, being basically one lane. This isn't working well so please make sure the new changes will work better.</p>	Megan Smith	Hillmorton
43237	I understand the concept, make buses faster and cars slower and this will increase bus usage. However I cannot see that this will actually drive the change. It has not worked elsewhere in ChCh so why will it work now. I think this work is 5-10 years too early.	Todd Cassie	Hillmorton
43022	Make Torrens Road left in and left out only it is a dangerous intersection for pedestrians and cyclists as it is, please make it safe for our tamariki.	Mike Walls	Hillmorton
42892	Peak hour bus lanes should also be used as car pool lanes.	Hamish Mulcock	Hillmorton
42824	As part of this project PLEASE action a right hand red arrow turn into Curletts Rd intersection with Halswell//Lincoln Rds . There is always a queue of 10-12 cars trying to get into Curletts Rd /motorway access and only 2, max 3 get through at a time on an orange light !!!! This is an accident waiting to happen - bus lanes into the city will not alleviate this bottleneck situation.	Christine Rodda	Hillmorton
42684	The extra pedestrian crossing point east of Sylvan St is in the LH turning path of vehicles exiting McDonalds. This is a high traffic point, which would put pedestrians at a big disadvantage trying to cross the road and increase the chances of an accident occurring. Moving it to the Sylvan Street side of the McDonalds exit would be a better option.	Barry Tretheway	Hillmorton
42500	This appears to me as short term thinking and planning, I'd prefer budgeting for the traffic flow as a two lane proposal for all rate payers. Apparently bus users and cyclists are the priority.	Nathan Tikao	Hillmorton



Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
42655	I stopped driving down Lincoln Road in the mornings and evenings due to the congestion (I know you know how many new subdivisions are now and are going to be out Halswell way and the people who now use Halswell and Lincoln Roads as their main thoroughfare into the City Centre) and too many traffic /cycle signals (overkill much). The inclusion of bus lanes and the time stipulations for these bus lanes is going to cause even more congestion. Good luck with that.	Michelle Stanley	Hoon Hay
42457	would support footpath widening as long as it did not mean less room for traffic.	simon carsen	Hoon Hay
42564	I suspect this will go unheard, as most feedback does. I know from the people I have spoken with and the comments I have already seen that this should not be going ahead. Listen to the people!	Scott Giddy	Hoon Hay
44197	Waste of money for the amount of people who us the service. Traffic is congested as it is	Linford Jenny	Spreydon
44186	Plant lots of lovely trees please :) Please consider making the right turn into Lyttelton St from Lincoln Road lane (quite long and extend the time to get around the corner. Also the right turn out of Lincoln Road onto Curletts Road is really difficult /dangerous and really need a dedicated signal to turn right.	Marcus Jamieson	Spreydon
43477	Love the U turn bay near Annex Road. Thanks for that. I support the no right turn Domain Terrace, but you should really fix the design for shared path and on street parking here - the spaces northbound on Domain Terrace are blocking view for car drivers on the intersection and pedestrians wanting to cross Domain Terrace, these two parks should be removed (there is ample parking near the medical centre). The shared path could be smaller near intersection with Lincoln Road on Domain Terrace so turning vehicle traffic left in and out of Domain Terrace is safer. This design needs a review and the community board needs to review their approval for line marking on these parking spots close to the intersection Domain/Lincoln, with the added shared path bonus the road now is just not wide enough for parking on both sides. The current lay out causes daily frustration and unsafe acts near the intersection and entrance to parking medical centre.  The bus stop westbound lane near Hoon Hay Road is in the same place. Why? This stop causes problems for the shop visitors, those that enter and exit the parking lot. It is also too close to the left turn lane, a stopped bus at the stop will reduce visibility for the car drivers and cyclists on the left turn ahead, the bus will need to merge right here to go straight, so close to the left turn lane and intersection is a tricky move for the bus driver (so we notice). Why not have the bus stop to the east of Coppell Place in front of pharmacy (you are putting the overhead powerlines underground anyway) that will serve the bus users wanting to shop, and it will increase visibility for all road users and to both parking areas to enter and exit. You can put the paint for end of bus lane right next to the last parking spot if I interpreter your drawing correctly.  I know it is a Waka Kotahi road, but could you please make a case with them as well to improve intersection Lincoln Rd/Curletts Road, the westbound lane right turn onto Curletts. During morning peak all right turning cars (two at most) go basically through a red light. This doesn't need a huge investment or new infrastructure, just a new right turn phase at the signals. Hope we can find the political will to improve the right turn here, to make is safer. You would want more people to take the highway, I would think, get them off Lincoln Road onto CSM or crossing Blenheim. There are currently no improvements to this intersection in your plan, nor in Waka Kotahi SH75 Halswell Road improvements plan. A missed opportunity. Could you both sit down and have another look at this intersection - phased right turn please.	Norma Kloosterman	Spreydon
43179	I think bus use is fairly limited and more encouragement of cycling and e-cycling should be made. I think the money better spent adding extra road lane and cycle lanes in this area. I agree there should be more turning arrows at lights.	Russell Fildes	Spreydon
42954	Do not limit side streets to left turn only. All this will cause is people pulling dangerous U turns to get the other way. I myself will ride right over any median you put there. The streets work fine as they are currently. Flow down Lincoln road is the main issue when 2 lanes become 1, if you make 2 lanes the whole way to Halswell it will solve this. Get rid of the pointless bike lanes i.e. Domain Terrace. I live there and see 1 bike on it at most per day.. Insane waste of money. Medians with trees are just asking for motorist deaths.. nice big targets to slam into. Please use some common sense and spend our money wisely instead of trying to please your superiors and trying to appear woke and pro environment. A better plan would be to encourage motorcyclists or electric bikes etc.. these can ride on normal road lanes and save a heap in emissions and stop congestion.	Ed Wells	Spreydon
42596	Looks suspiciously like you are going to turn roads that are currently pretty good into a disaster. DON'T DO IT!!!  Parking in nearby streets (Lincoln Rd, Blakehall Place, Nairn St) when events are on at the stadium or raceway is diabolical. People park in residential streets to avoid paying for onsite parking. Having less car parks on Lincoln Rd is just going to make things worse for residents of nearby streets.  Taking the Lincoln Rd car parks away during peak hours is a nuisance. The area doesn't need less car parks!	Jason George	Spreydon



Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	<p>Please don't plant cabbage trees! They are horrible trees.</p> <p>Overall this looks like a terrible plan, I'm very disappointed that you seem intent on making life harder for motorists. Some of us can't use public transport as it doesn't meet our needs, making traffic congestion worse by plans like these is not helpful.</p>		
42839	<p>Make the road 4 lanes combine the bike lane and footpath as no one walks on it.</p>	Graeme Skilton	Lincoln
43172	<p>This screams more that someone is ticking boxes and using lazy trotted out ideas ( that work so poorly and rarely that it is normally considered a failure from day one ). It's almost like someone wants to put their name to something and are using climate change to get it done no matter the consequences. It seems the time and effort to try force people into public transport would better spent improving traffic flow instead. I drive up and down brougham street as many others do to almost daily. It is a rare day that I don't have to stop at every set of lights, as if they a phased to be all green at the same time and all red at the same time. It is a road of National significance and also acts as part of the ring road system and fails to expedite the flow of traffic in any positive way. Lincoln road is a major feeder arterial road and choking it to be like a main street in a small town.</p>	Nicholas Hill	Wigram
42687	<p>I am very disappointed by this project. One of the biggest concern of car drivers is how it is going to impact the travel times of cars. Yet the details provided on the website does not indicate the expected impact on car travel times. Can we get a statement on what the impact to travel times by car is expected to be?</p> <p>I would expect the car travel time will take longer due to the single lane where there was previously two lanes and merging into a single lane after Wrights Road. The buses not entering the car lane when they leave bus stops and less right turns onto Lincoln road might speed things up, but such a project should include the impact on car travel times as cars are a major stakeholder.</p> <p>Failure to include the impact to car travel times in the "What the changes mean for..." section of the ccc.govt.nz website, indicate this project is not being completed in an open and fully thought-out manner.</p>	Paul Eckroyd	
44284	<p>"I appreciate the Council's continued commitment to deliver safer transport for all. Thank you for the opportunity to submit on this project.</p> <p>I support the proposed bus lane operating hours on Saturday.</p> <p>I support the proposal, but have some concerns.</p> <p>General comment:</p> <ol style="list-style-type: none"> <li>Can raised crossing tables please be investigated for every side road. Locations could include Annex Rd, Domain Tce, Torrens Rd, and Nairn St. The new crossing at Cashel/Manchester is a great example of this treatment.</li> </ol> <p>Lincoln Rd Plan 1:</p> <ol style="list-style-type: none"> <li>Can the turning radius please be tightened at Annex Rd. Walking along the northern side of Lincoln Rd, the current turn sweep will encourage fast cornering.</li> <li>Could the shared path please be extended from Annex Rd southwards to Curletts Rd. This will link the Nor'West Arc to Waka Kotahi's planned shared path, and can be accommodated by narrowing the median island for ~150 metres.</li> </ol> <p>Lincoln Rd Plan 2:</p> <ol style="list-style-type: none"> <li>Do the vehicle counts of Sylvian St necessitate two dedicated turn lanes? If so, can a raised table please be installed.</li> </ol> <p>Lincoln Rd Plan 3:</p> <ol style="list-style-type: none"> <li>Could the bus lanes approaching Wrights Rd please be extended to the intersection, rather than ~200m from the signals. Also, can green cycle lane surfacing please be extended to the intersection.</li> <li>Could a zebra crossing and/or raised table please be added to the slip lane from Wrights Rd to Lincoln Rd.</li> <li>Can the cycle lanes please be separated between Wright Rd and Whiteleigh Ave? Looking at Smartview, there's over 600 people every weekday that cycle along Lincoln Rd. If it's out of scope, can the traffic lanes please be narrowed down to 3.2m for greater cycle lane width.</li> </ol>	Adam Lines	

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	<p>Lincoln Rd Plan 4:</p> <p>Could the inbound bus stop next to Parade Court please be reconsidered. People on bikes transitioning onto the on-road cycle lane will have nowhere to go if a bus cuts across to stop. Can consideration please be given to a floating bus stop? The cycle lane can then follow the existing kerb line to Parade Court - please refer to attached sketch. This would remove two conflict points: A) bus cutting across cycle lane to stop, and; B) bus pulling out of stop and cutting across cycle lane. I acknowledge this scenario happens at nearly every bus stop in the city, but in this project it can be designed otherwise - especially if this route is running every 7.5mins in future.</p> <p>"</p>		

# Changes to road layout



-  Our entrances
-  Proposed U-turn bay

-  Unacceptable detour/s proposed
-  No right turn available



# Canterbury

District Health Board

Te Poari Hauora o Waitaha

## Submission on Lincoln Road peak hour bus lanes

**To:** Christchurch City Council

**Submitter:** Canterbury District Health Board

Attn: Chantal Lauzon  
Community and Public Health  
C/- Canterbury District Health Board  
PO Box 1475  
Christchurch 8140

**Proposal:** Christchurch City Council is planning to install peak hour bus lanes along Lincoln Road, between Whiteleigh Avenue and Culletts Road. This is the second stage of our project, and will connect to peak hour bus lanes soon to be installed in Addington as part of stage one. Construction on stage one – Lincoln Road, from Moorhouse Avenue to Whiteleigh Avenue – starts early next year.

## **SUBMISSION ON LINCOLN ROAD PEAK HOUR BUS LANES**

### **Details of submitter**

1. Canterbury District Health Board (CDHB).
2. The submitter is responsible for promoting the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.

### **Details of submission**

3. We welcome the opportunity to comment on the Lincoln Road peak hour bus lanes proposal. The future health of our population is not just reliant on health care services, but on a responsive environment where all sectors work collaboratively to make decisions that protect and enhance population health and wellbeing.
4. This submission largely relates to proposed changes to the design of Lincoln Road between Curletts Road and Wrights Road, near Hillmorton Hospital. Lincoln Road is the primary route for accessing Hillmorton Hospital via the Annex Road and Sylvan Street entrances.
5. Hillmorton Hospital is one of one of Christchurch city's three large public hospital campuses. There are currently approximately 1,000 staff employed on this site which operates 24 hours a day across 7 days. Each day there are over 270 community outpatient visits, 28 family-based outpatient sessions, and comprehensive inpatient services for 120 to 140 people including approximately 6 people being admitted. The construction of new facilities to replace those at Princess Margaret Hospital will increase the number of people accessing the Hillmorton campus with approximately 50 more inpatient beds and increased outpatient activity on site. Before the end of 2022 the number of employees on site will increase to 1,300, and each day there will be around 315 outpatient appointments, 95 family interactions and approximately 9 admissions.

6. The CDHB wishes to thank the Christchurch City Council for ongoing engagement by the project management team involved in the Lincoln Road Peak Hour Bus Lanes project during the design phase, particularly the meetings held on 31 March 2021 and 2 September 2021 to discuss the proposal and address CDHB's concerns about the impact of proposed changes on access to Hillmorton Hospital.

### **General Comments**

7. The CDHB supports the introduction of peak hour bus lanes on Lincoln Road and generally supports the proposed design of the new road layout along Lincoln Road between Curletts Road and Wrights Road.
8. The CDHB supports the Christchurch City Council's objective of improving passenger transport infrastructure and services between southwest Christchurch and the city centre. Access to transportation is an important determinant of health. Greater Christchurch is by design a largely car-dependent city and initiatives that improve our public transport network and services have the potential to improve the health and quality of life of Christchurch residents in numerous ways.

### **Specific Comments**

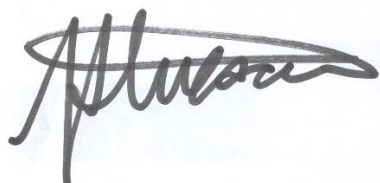
9. The CDHB supports the proposed new bus stop locations and proximity of these to pedestrian crossings on Lincoln Road and to the Annex Road and Sylvan Street entrances to Hillmorton Hospital. The stops are still more than 500m from Hillmorton Hospital facilities, which makes the hospital campus relatively difficult to access by public transport. The CDHB would like to continue to work closely with Environment Canterbury and CCC to consider ways to make Hillmorton more accessible by public transport in the future, such as through the introduction of a bus route and bus stops on Sylvan Street.
10. The CDHB was pleased to see that right turns into Annex Rd and right turns into and out of Sylvan St have been retained in the new proposal, with designated right turn lanes for turning vehicles. This will ensure access to Hillmorton Hospital is retained for vehicles travelling in both directions along Lincoln Road. This includes providing for ingress and egress for emergency vehicles.

11. We note that pedestrians using the three proposed new pedestrian crossings with refuge islands on Lincoln will now be required to cross four lanes of traffic. This type of crossing can be challenging and intimidating for people with limited mobility, including older people, those with disabilities and families with young children. The addition of traffic signals at the Sylvan Street intersection would provide a second safe signalised pedestrian crossing, in addition to the signalised crossing recently installed for the NorWest Arc cycle way between Annex Road and Domain Terrace.
12. The CDHB understands that the design team have currently opted not to install traffic signals at the corner of Lincoln Road and Sylvan Street due to the relatively low volumes of traffic that currently enter and exit Sylvan Street at this intersection. With the growth and redevelopment of Hillmorton Hospital campus continuing through 2022, traffic volumes are likely to increase at this intersection for all transport modes before the proposed road construction starts in late 2023. Without traffic signals at the Sylvan Street intersection, there is limited potential for bus routes to come closer to Hillmorton Hospital in the future and fewer safe options for pedestrians and public transport users to cross Lincoln Road.
13. High traffic volumes and increased bus movements along Lincoln Road during peak travel times will make it difficult to safely turn right from Sylvan Street onto Lincoln Road without traffic signals, effectively requiring turning vehicles to cross four lanes of traffic (two vehicle lanes and two bus lanes).
14. For the multiple reasons listed above, the CDHB recommends that the intersection of Lincoln Road and Sylvan Street is signalised with traffic lights to ensure that safe vehicle access and pedestrian crossings to and from Hillmorton Hospital can be maintained regardless of traffic volumes on Lincoln Road.

## **Conclusion**

15. The CDHB does not wish to be heard in support of this submission.
16. Thank you for the opportunity to submit on Lincoln Road peak hour bus lanes proposal

**Person making the submission**



Dr Anna Stevenson  
Medical Officer of Health

Date: 17/12/2021

**Contact details**

Chantal Lauzon  
For and on behalf of  
Community and Public Health  
C/- Canterbury District Health Board  
PO Box 1475  
Christchurch 8140

P +64 3 364 1777  
F +64 3 379 6488

[chantal.lauzon@cdhb.health.nz](mailto:chantal.lauzon@cdhb.health.nz)

N ROAD

PARADE COURT

LANE  
7am-9am  
MON-FRI

LANE  
ENDS

Bus Stop

Bus Stop

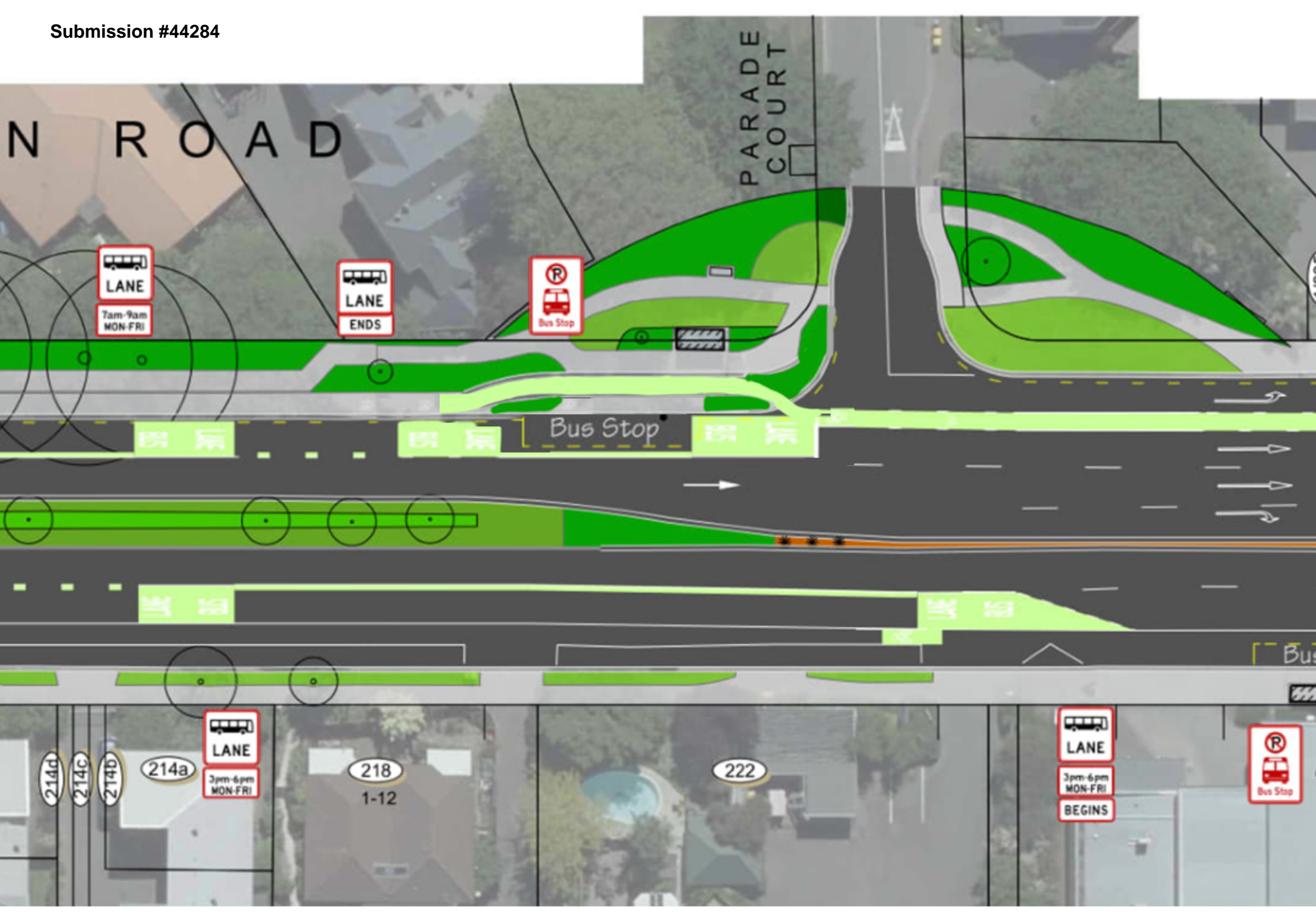
LANE  
3pm-6pm  
MON-FRI

218  
1-12

222

LANE  
3pm-6pm  
MON-FRI  
BEGINS

Bus Stop



## Late accepted submission– not included in analysis

Hi Samantha

I understand that feedback submissions for the Lincoln road bus lane proposal have now closed but I hope that my comments are still able to be taken into account.

I'm writing to from the perspective of a cyclist and I believe the proposed road design is unsafe for cyclists.

I live very close to Lincoln road and use it regularly to cycle to the city, I often have dangerous encounters with vehicles in this area however which I believe is very much due to the current cycle lane design.

The majority of encounters involve the following situations.

- Drivers opening vehicle doors without checking for cyclists
- Vehicles parked partially in the cycle lanes
- Vehicles crossing the cycle lanes to or from parking spaces without checking for cyclists
- Vehicles pulling out from side roads without checking properly for cyclists.
- Vehicles overtaking too close to cyclists.

My personal experience cycling on Lincoln road is that I am constantly having to be alert for drivers opening doors into the cycle lanes or suddenly exiting parking spaces, and because of this I tend to ride on the outer edge of the cycle lanes which places me close to the traffic. There have been near misses where I have had to enter the traffic lane suddenly to avoid collisions and have been lucky that there were no vehicles overtaking at the time.

My main concerns with the proposed road layout are:

- That vehicles are required to cross the cycle lanes in order to access all parking spaces.
- The parking spaces for vehicles are positioned in a way that drivers must enter vehicles via the cycle lanes.
- Vehicles must cross the cycle lanes in order to turn onto major roads
- Busses are required to pass too close to cyclists and cross the cycle lanes in order to access bus stops

The current traffic laws and road designs treat cyclists like motor vehicles when in reality they are as vulnerable as a pedestrian when compared to a motor vehicle.

Most people would not consider walking along a road between parked cars and motor vehicles and would feel very exposed in doing so, yet it is expected that cyclists ride in this area, with vehicles overtaking them at a speed 30 or 40km/hour faster than them. My suggestion is that cyclists are thought of more like pedestrians than like motor vehicles which more closely reflects their vulnerability in a motor vehicle vs cyclist collision.

On the following website, the NZ road code states that "Hazards like parked cars, potholes, glass, litter, strong wind and opening car doors may cause cyclists to veer off-line and move into your path. Because of this, give cyclists plenty of room when passing them. Ideally, allow at least 1.5 metres between you and the cyclist." <https://www.nzta.govt.nz/roadcode/general-road-code/about-other-road-users/sharing-the-road/sharing-the-road-with-cyclists/>

The current proposed design does not allow busses or vehicles to overtake cyclists allowing for the NZTA recommended minimum 1.5m gap because the cycle and vehicle lanes are simply too narrow and too close together. Furthermore at the approach to intersections where the cycle lane runs between 2 vehicle lanes this minimum distance should be allowed on either side of the cyclist. Taking into account the 0.8m width of modern mountain bike handle bars this would require a 3.8m wide cycle lane approaching an intersection, a lot wider than the current 1.5m wide lanes. The current design puts vehicles too close to cyclists and does not allow vehicles to safely overtake per the recommendations made by the NZTA.

As Lincoln road is heavily trafficked by both motor vehicles and cycles I believe it is essential that a save solution is able to be reached which involves a protected cycle lane for cyclists.

As there are protected cycle lanes feeding into Lincoln road from both Domain Terrace and the Little river link it seems logical to continue those protected paths to meet up with the cycle network in the city via Hagley park.

The current design appears to prioritise motor vehicles over cycles which will create more traffic in the city.

Research from around the world shows that the biggest factor which inhibits people from cycle commuting is the lack or safe cycling infrastructure, which is highlighted in this youtube video on cycle commuting in Finland in winter <https://www.youtube.com/watch?v=Uhx-26GfCBU&t=619s>



[Why Canadians Can't Bike in the Winter \(but Finnish people can\) - YouTube](#)

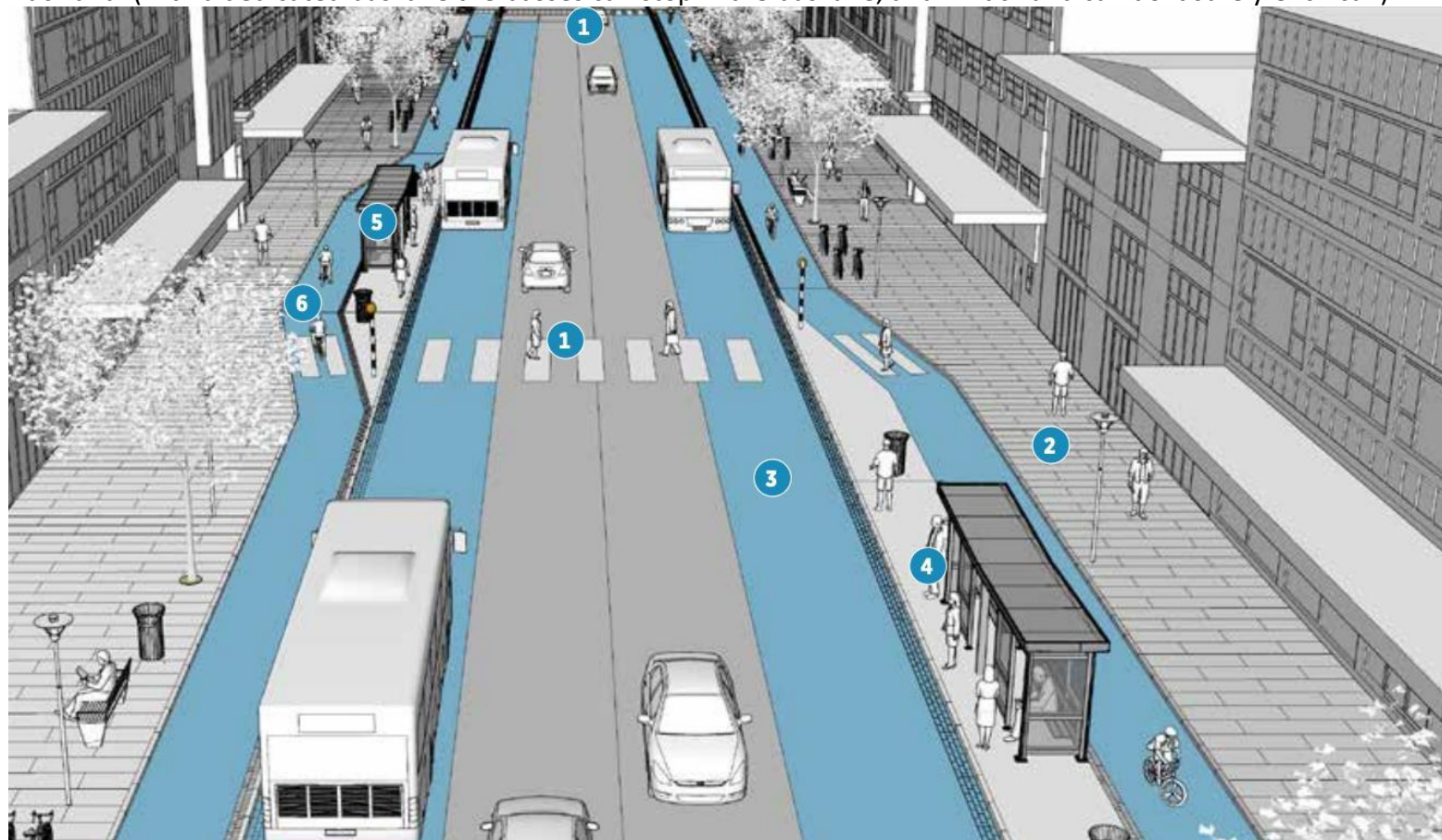
When talking about bicycle infrastructure in Canada, the number one excuse I hear is "winter." Many Canadians see the cold and snow as a fundamental barrier ... [www.youtube.com](http://www.youtube.com)

As a cyclist it also takes considerably more effort to stop and start, or to take a longer route to the destination, than it does for the driver of a vehicle. Priority should be given to maintaining the smooth flow of cycle traffic where possible to make cycle commuting easier, which will mean less vehicles and pollution in the city.

A rough road surface is also a lot more noticeable on a cycle, often requiring cyclists to slow down, so curbs and bumps should be reduced in bike lanes to make using them easier.

I propose the below incorporations into the road design in order to protect cyclists.

- Create a separate protected two way cycle lane along one side of Lincoln road which runs adjacent to the footpath, protected from vehicle lanes by a curb, like the below render of a proposed road layout in Auckland. (with a dedicated bus lane the busses can stop in the bus lane, and if Auckland can do it surely Chch can)



- A continuous cycle lane running across minor side streets and driveways, raised up so that it is obvious for vehicle that they are crossing a cycle lane like the below image.





- 
- Dedicated traffic lights for cyclists at major intersections which are prioritised over motor vehicles.
- Removing the interaction of vehicles and cycles at the approach to intersections by having vehicles cross the cycle lane in the intersection rather than before it like in the following image

Late accepted submission– not included in analysis



Sorry again for the late submission of my comments and I hope they are able to be taken into account.

Regards

Hayden Walls

Ph: +642040262870

Christchurch, New Zealand