

15. 5. 2008

REPORT BY THE CHAIRPERSON OF THE
SPREYDON/HEATHCOTE COMMUNITY BOARD
15 APRIL 2008

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COLOMBO STREET / CITY SOUTH BUS PRIORITY ROUTE



General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsten Mahoney, Consultation Leader – Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Council to proceed to detailed design, tender and construction for the Colombo Street / City South bus priority route, as shown in the plans for Council approval. (**Attachment 1a,1b,1c.**)

EXECUTIVE SUMMARY

2. The bus priority project is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This project is supported by key national and regional strategies that are developed through to local Council strategies and policies.
3. Under the Citywide Public Transport Priority Plan, the second corridor for investigation and scheme design was Princess Margaret Hospital (PMH) from / to the Exchange, via Colombo Street. This corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
4. The main areas of congestion in the morning peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. In the afternoon peak period the main areas of congestion are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.
5. The congestion appears to be caused by:
 - High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
 - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
 - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficiency of this roundabout.
6. The Colombo bus priority route is located entirely within the Spreydon / Heathcote Community Board area.
7. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. Of the 136 responses received, 94 (69 percent) were generally in support of the project, 29 (21 percent) were opposed to the project, and 13 (10 percent) specified no preference. In addition, there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.

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8. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***"Bus Priority Record of Consultation, Communication and Marketing – January 2008"***, which was distributed to all elected members in January 2008.
9. A summary of the issues raised during the consultation phase is shown at **Attachment 2** to this report. The key issues raised were in relation to location of bus lanes; bus stop locations; congestion; cyclist facilities; parking availability; Waimea Terrace Bridge; Dyers Pass roundabout; Sydenham Enhancement Plan; Beckenham Shops; and Thorrington School.
10. As a result of the feedback received during consultation, a concept design is shown at **Attachment 1a, 1b, 1c** to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2metres wide shared bus and cycle lanes. The bus lanes in both the inbound and outbound direction will mostly operate as part-time bus lanes, except on the inbound route between Sandyford Street and the Moorhouse Avenue bridge, which is a permanent bus lane.
11. Inbound bus lanes will operate between the hours of 7am to 9am. Outbound bus lanes will operate between the hours of 3pm to 6pm except in school zones, which will operate between the hours of 4pm to 6pm. Outside the stated operating hours, the bus lanes will be utilised as on-street parking spaces, where this is possible.
12. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
13. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

FINANCIAL IMPLICATIONS

14. The Colombo Street / City South bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. The estimated cost of this project is \$3,216,500 including fees and contingencies.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

15. As above.

LEGAL CONSIDERATIONS

16. There are 11 listed protected buildings, places and objects in the City Plan and on the Council's Webmap system, which are located within the project corridor. However, none of these protected buildings are affected by any of the works proposed along the corridor. There are a number of notable trees in properties fronting the Colombo Street bus corridor. Using Webmap it was identified that there are no notable trees which are likely to be affected by the project, i.e. there are no notable trees located within 10metres of proposed earthworks associated with the project. There are no heritage trees along Colombo Street.
17. No resource consents are required for the works proposed.

Have you considered the legal implications of the issue under consideration?

18. There appear to be no legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions, the removal of bus stops, the relocation of bus stops, as well as the implementation of cycle lanes and bus lanes. The Land Transport Rules provide for the installation of parking restrictions, no stopping restrictions, relocation, removal and implementation of bus stops, cycle lanes and bus lanes.

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ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

20. As above.

ALIGNMENT WITH STRATEGIES

21. This project is consistent with the National Transport Strategy, as well as key regional and local Council strategies including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. The scheme plans for the first three routes were presented to the relevant Community Boards and Council on the following dates:
- Spreydon/Heathcote Community Board (Colombo Route) – 28 August 2007
 - Fendalton/Waimairi Community Board (Papanui Route) – 4 September 2007
 - Shirley/Papanui Community Board (Papanui Route) – 5 September 2007
 - Burwood/Pegasus & Shirley/Papanui Community Boards (Queenspark Route) – 26 September 2007
 - Council (All three routes) – 2 October 2007
 - Hagley/Ferrymead Community Board (Queenspark Route) – 6 December 2007
24. Community consultation was undertaken on all three routes from 15 October 2007 – 17 December 2007. Approximately 40,000 households along the three routes and side streets (residents and absentee landowners), and other interested groups, were provided with information about the bus priority project and the three routes. Eight hundred and eighty one responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial – 247*), Generic - 82).
25. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.

Public Consultation Issues & Responses – Colombo

26. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. The Colombo route specific consultation brochure was distributed to approximately 1,932 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 9,500 route specific brochures were printed and distributed.

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27. There were 136 responses received on the Colombo route, through a variety of media, as follows:
- Emails – 15
 - Feedback forms – 96
 - Have Your Say - 13
 - Letters – 2
 - Phone calls – 10
28. In addition there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.
29. The majority of respondents (69%) were in support of the proposals.

Support	Number of Responses	% of Total Responses
Support	94	69%
Oppose	29	21%
Not specified	13	10%
Total	136	100%

30. A summary of the issues raised during the consultation phase is separately circulated. The key issues raised were in relation to:
- Location of bus lanes
 - Bus stop locations
 - Congestion
 - Cyclist facilities
 - Parking availability
 - Waimea Terrace Bridge
 - Dyers Pass roundabout
 - Sydenham Enhancement Plan
 - Beckenham Shops
 - Thorrington School

STAFF RECOMMENDATION

it is recommended that the Council:

- (a) Approve the Colombo Street/City South bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval. (Attachment 1).
- (b) Revoke the existing special vehicle lane operating at any time on Colombo Street on the west side, adjacent to the kerb, commencing at a point 30 metres north of Cass Street and extending in a northerly direction for 86 metres.
- (c) Approve a special vehicle lane, specifically a “bus lane” which restricts the lane for use for buses, bicycles and motorcycles at the following locations:
 - (i) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at its intersection with Carlyle Street and extending in a southerly direction for 78 metres.
 - (ii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Byron Street and extending in a southerly direction for 168 metres.

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- (iii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Wordsworth Street and extending in a southerly direction for 236 metres.
- (iv) Operating at any time Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 6 metres south of Brougham Street and extending in a southerly direction for 236 metres.
- (v) Operating between the hours 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 70 metres south of Huxley Street and extending in a southerly direction for 160 metres.
- (vi) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 120 metres south of Southampton Street and extending in a southerly direction for 345 metres.
- (vii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 61 metres south of Tennyson Street and extending in a southerly direction for 260 metres.
- (viii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 38 metres south of Waimea Terrace and extending in a southerly direction for 401 metres.
- (ix) Operating between the hours of 4pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb on commencing at a point 6 metres south of Malcolm Avenue and extending in a southerly direction for 180 metres.
- (x) Operating between the hours of 7am and 9am, Monday to Friday be installed on Cashmere Road on the north side, adjacent to the kerb commencing at a point 36 metres east of Thorrington Road and extending in an easterly direction for 154 metres.
- (xi) Operating between the hours of 7am and 9am Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 3 metres north of Thorrington Road and extending in a northerly direction for 272 metres.
- (xii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 27 metres north of Ashgrove Terrace and extending in a northerly direction for 205 metres.
- (xiii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 78 metres north of Strickland Street and extending in a northerly direction for 290 metres.
- (xiv) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Beaumont Street and extending in a northerly direction for 169 metres.
- (xv) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Faraday Street and extending in a northerly direction for 205 metres.
- (xvi) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Brougham Street and extending in a northerly direction for 35 metres.
- (xvii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Sandyford Street and extending in a northerly direction for 202 metres.

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- (d) Approve the following bus stops:
- (i) That the existing bus stop be revoked from the east side of Colombo Street commencing 33 metres north of the intersection with Walton Street and extending 25 metres in a southerly direction.
 - (ii) That the existing bus stop be revoked from the east side of Colombo Street commencing 16 metres south of its intersection with Waverly Street and extending 62 metres in a southerly direction.
 - (iii) That the existing bus stop be revoked from the east side of Colombo Street commencing 58 metres south of its intersection with South Christchurch Library (Tuscany Place) and extending 28 metres in a southerly direction.
 - (iv) That the existing bus stop be revoked from the east side of Colombo Street commencing 12 metres north of its intersection with Remuera Avenue and extending 19 metres in a northerly direction.
 - (v) That the existing bus stop be revoked from the west side of Colombo Street commencing 37 metres north of its intersection with Nutfield Lane and extending 26 metres in a northerly direction.
 - (vi) That the existing bus stop be revoked from the west side of Colombo Street commencing 66 metres north of its intersection with Ashgrove Terrace and extending 26 metres in a northerly direction.
 - (vii) That the existing bus stop be revoked from the west side of Colombo Street commencing 10 metres south of its intersection with Thorrington Road and extending 17 metres in a northerly direction.
 - (viii) That a bus stop be installed on the east side of Colombo Street commencing 17 metres south of its intersection with Wordsworth Street and extending 25 metres in a southerly direction.
 - (ix) That a bus stop be installed on the east side of Colombo Street commencing 5 metres south of its intersection with Hutcheson Street and extending 18 metres in a southerly direction.
 - (x) That a bus stop be installed on the east side of Colombo Street commencing 113 metres south of its intersection with Malcolm Avenue and extending 20 metres in a southerly direction.
 - (xi) That a bus stop be installed on the east side of Colombo Street commencing 24 metres south of its intersection with Waimea Terrace and extending 15 metres in a southerly direction.
 - (xii) That a bus stop be installed on the west side of Colombo Street commencing 7 metres south of its intersection with Ernlea Terrace and extending 15 metres in a southerly direction.
 - (xiii) That a bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction.
- (e) Approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use for bicycles in the following locations:
- (i) That all cycle lanes be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.

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- (ii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 5 metres north of its intersection with Lawson Street and extending in a southerly direction for a distance of 17 metres.
- (iii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 8 metres north of its intersection with Wordsworth Street and extending in a southerly direction for a distance of 3 metres.
- (iv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 10 metres north of its intersection with Brougham Street and extending in a southerly direction for a distance of 3 metres.
- (v) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 21 metres south of its intersection with Hastings Street West and extending in a southerly direction for a distance of 3 metres.
- (vi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the left turn lane into Huxley Street commencing at a point 36 metres north of its intersection with Huxley Street and extending in a southerly direction for a distance of 32 metres.
- (vii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 8 metres south of its intersection with Huxley Street and extending in a southerly direction for a distance of 63 metres.
- (viii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 32 metres south of its intersection with Southampton Street and extending in a southerly direction for a distance of 42 metres.
- (ix) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 105 metres north of its intersection with Roxburgh Street and extending in a southerly direction for a distance of 21 metres.
- (x) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 162 metres south of its intersection with Southey Street and extending in a southerly direction for a distance of 64 metres.
- (xi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 75 metres north of its intersection with Tennyson Street and extending in a southerly direction for a distance of 71 metres.
- (xii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 7 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 55 metres.
- (xiii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 18 metres north of its intersection with Fisher Avenue and extending in a southerly direction for a distance of 3 metres.
- (xiv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 14 metres north of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 45 metres.
- (xv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the bus stop commencing at a point 25 metres south of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 16 metres.
- (xvi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 131 metres south of its intersection with Malcolm Avenue and extending in a southerly direction for a distance of 3 metres.

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- (xvii) That all cycle lanes be revoked on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending in a northerly direction to its intersection with Cass Street.
- (xviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Ernlea Terrace and extending in a northerly direction for a distance of 90 metres.
- (xix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 140 metres north of its intersection with Ashgrove Terrace and extending in a northerly direction for a distance of 3 metres.
- (xx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 85 metres north of its intersection with Aylmer Street and extending in a northerly direction for a distance of 82 metres.
- (xxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 74 metres south of its intersection with Strickland Street and extending in a northerly direction for a distance of 70 metres.
- (xxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 3 metres north of its intersection with Strickland Street and extending in a northerly direction for a distance of 76 metres.
- (xxiii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the bus stop commencing at a point 6 metres north of its intersection with Devon Street and extending in a northerly direction for a distance of 18 metres.
- (xxiv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Beaumont Street and extending in a northerly direction for a distance of 2 metres.
- (xxv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 47 metres north of its intersection with Angus Street and extending in a northerly direction for a distance of 97 metres.
- (xxvi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 4 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 32 metres.
- (xxvii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 141 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 3 metres.
- (xxviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Brougham Street and extending in a northerly direction for a distance of 3 metres.
- (xxix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 5 metres north of its intersection with Stanley Street and extending in a northerly direction for a distance of 184 metres.
- (xxx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 3 metres.
- (xxxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 10 metres north of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 183 metres.

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(xxxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 9 metres south of its intersection with Sandyford Street and extending in a northerly direction for a distance of 3 metres.

(f) Approve the following no stopping restrictions:

- (i) That all no stopping restrictions be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.
- (ii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending 7 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on the east side of Colombo Street, commencing at a point 7 metres south of its intersection with Carlyle Street and extending 71 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 40 metres north of its intersection with Byron Street and extending 31 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Byron Street and extending 11 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 11 metres south of its intersection with Byron Street and extending 79 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 90 metres south of its intersection with Byron Street and extending 11 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 78 metres north of its intersection with Lawson Street and extending 11 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 67 metres north of its intersection with Lawson Street and extending 56 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 11 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 38 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time be installed on Colombo Street on the east side commencing at its intersection with Wordsworth Street and extending 11 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side, commencing at a point 42 metres south of its intersection with Wordsworth Street and extending 88 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 130 metres south of its intersection with Wordsworth Street and extending 50 metres in a southerly direction.

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- (xv) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Waverly Street and extending 54 metres in a southerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Brougham Street and extending 50 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 4 metres south of its intersection with Brougham Street and extending 36 metres in a southerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time Monday to Friday on Colombo Street on the east side commencing at a point 23 metres south of its intersection with Hutcheson Street and extending 50 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 12 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 21 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 50 metres in a northerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 82 metres in a southerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Huxley Street and extending 10 metres in a southerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 36 metres in a northerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 34 metres in a southerly direction.
- (xxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 34 metres south of its intersection with King Street and extending 19 metres in a southerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 18 metres in a northerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 15 metres in a southerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 31 metres south of its intersection with Southampton Street and extending 89 metres in a southerly direction.

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- (xxx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 120 metres south of its intersection with Southampton Street and extending 70 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 13 metres in a northerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 11 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres south of its intersection with Roxburgh Street and extending 24 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 41 metres in a northerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 15 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Southey Street and extending 125 metres in a southerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 100 metres north of its intersection with Tennyson Street and extending 53 metres in a northerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 79 metres north of its intersection with Tennyson Street and extending 9 metres in a northerly direction.
- (xxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 6 metres north of its intersection with Tennyson Street and extending 20 metres in a northerly direction.
- (xl) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 80 metres south of its intersection with Tennyson Street and extending 93 metres in a southerly direction.
- (xli) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 15 metres in a northerly direction.
- (xlii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 10 metres in a southerly direction.
- (xliii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 10 metres south of its intersection with Fisher Avenue and extending 63 metres in a southerly direction.
- (xliv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 39 metres in a northerly direction.

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- (xlv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 17 metres in a southerly direction.
- (xlvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 38 metres south of its intersection with Waimea Terrace and extending 29 metres in a southerly direction.
- (xlvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hunter Terrace and extending 12 metres in a southerly direction.
- (xlviii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 12 metres south of its intersection with Hunter Terrace and extending 156 metres in a southerly direction.
- (xlix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 177 metres north of its intersection with Malcolm Avenue and extending 40 metres in a northerly direction.
- (l) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres north of its intersection with Malcolm Avenue and extending 152 metres in a northerly direction.
- (li) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 25 metres in a northerly direction.
- (lii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 15 metres in a southerly direction.
- (liii) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 15 metres south of its intersection with Malcolm Avenue and extending 98 metres in a southerly direction.
- (liv) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 18 metres north of its intersection with Remuera Avenue and extending 45 metres in a northerly direction.
- (lv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Remuera Avenue and extending 18 metres in a northerly direction.
- (lvi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Cashmere Road on the north side commencing at a point 36 metres east of its intersection with Thorrington Road and extending 154 metres in an easterly direction.
- (lvii) That all no stopping be revoked on Colombo Street on the west side commencing at its intersection with Woodbridge Road and extending in a northerly direction to its intersection with Moorhouse Avenue.
- (lviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 9 metres in a southerly direction.
- (lix) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 130 metres in a northerly direction.

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- (lx) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 10 metres in a southerly direction.
- (lxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 12 metres in a northerly direction.
- (lxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 27 metres north of its intersection with Thorrington Road and extending 99 metres in a northerly direction.
- (lxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 15 metres in a southerly direction.
- (lxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 16 metres in a northerly direction.
- (lxv) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 16 metres north of its intersection with Nutfield Lane and extending 99 metres in a northerly direction.
- (lxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Ernlea Terrace and extending 7 metres in a southerly direction.
- (lxvii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 37 metres south of its intersection with Aylmer Street and extending 99 metres in a southerly direction.
- (lxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 37 metres in a southerly direction.
- (lxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 12 metres in a northerly direction.
- (lxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 12 metres north of its intersection with Aylmer Street and extending 46 metres in a northerly direction.
- (lxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 70 metres south of its intersection with Strickland Street and extending 45 metres in a southerly direction.
- (lxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 6 metres south of its intersection with Strickland Street and extending 23 metres in a southerly direction.
- (lxxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 15 metres south of its intersection with Boon Street and extending 166 metres in a southerly direction.
- (lxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 15 metres in a southerly direction.

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- (lxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 13 metres in a northerly direction.
- (lxxvi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 13 metres north of its intersection with Boon Street and extending 55 metres in a northerly direction.
- (lxxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Devon Street and extending 17 metres in a southerly direction.
- (lxxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Beaumont Street and extending 35 metres in a southerly direction.
- (lxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 3 metres north of its intersection with Beaumont Street and extending 5 metres in a northerly direction.
- (lxxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 19 metres south of its intersection with Angus Street and extending 90 metres in a southerly direction.
- (lxxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 19 metres in a southerly direction.
- (lxxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 9 metres in a northerly direction.
- (lxxxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 9 metres north of its intersection with Angus Street and extending 22 metres in a northerly direction.
- (lxxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Milton Street and extending to its intersection with Brougham Street in a southerly direction.
- (lxxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Stanley Street and extending 45 metres in a southerly direction.
- (lxxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Elgin Street and extending 27 metres in a southerly direction.
- (lxxxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 5 metres south of its intersection with Wordsworth Street and extending 34 metres in a southerly direction.
- (lxxxvii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 14 metres in a southerly direction.
- (lxxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 13 metres in a northerly direction.

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- (lxxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Sandyford Street and extending 20 metres in a northerly direction.
- (xc) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Cass Street and extending to its intersection with Moorhouse Avenue in a northerly direction.
- (g) Approve the following pedestrian crossings:
- (i) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 6 metres north of Battersea Street.
 - (ii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 20 metres southwest of Wherstead Road.
 - (iii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 6 metres north of Battersea Street.
 - (iv) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 25 metres south of Hastings Street West.
 - (v) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 20 metres southwest of Wherstead Road.
- (h) Approve the investigation of and integration of the proposed parking restrictions raised during the consultation phase, with the Sydenham Parking Strategy developed for the side streets adjoining this project.

SPREYDON/HEATHCOTE COMMUNITY BOARD CONSIDERATION

The Spreydon/Heathcote Community Board considered this report at its meeting held on Tuesday 15 April 2008. It heard a deputation from one business owner in Colombo Street and two bicycle rider users of Colombo Street. Details of these deputations are recorded in Part B Clause 2.

BOARD RECOMMENDATION

That the Council adopt the staff recommendation subject to:

- (a) An investigation into a solution regarding parking arrangements between 7.30am and 9.00am and the possibility of incorporating a combined parking bay /pedestrian way outside the businesses situated at numbers 245-247 Colombo Street. The report to be provided by 9 May 2008.

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BACKGROUND

31. Bus priority is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This bus priority project is driven by key national and regional strategies that are developed through to local Council strategies and policies. These include the following, with the key drivers highlighted and described below:

- National Transport Strategy
- Regional Land Transport Strategy
- Regional Passenger Transport Strategy
- **Christchurch Public Passenger Transport Strategy**
- **Metro Strategy 2006-2012**
- Greater Christchurch Urban Development Strategy
- **Citywide Public Transport Priority Plan**
- CCC Cycling Strategy
- CCC Parking Strategy
- CCC Pedestrian Strategy
- CCC Road Safety Strategy

Christchurch Public Passenger Transport Strategy (1998)

32. The Christchurch Public Passenger Transport Strategy (the Strategy), adopted in 1998 set targets for patronage growth and both Christchurch City Council and Environment Canterbury were set a range of improvements to implement. The joint strategy between the Councils highlighted the need to:

- Increase the use of buses
- Contribute to other strategies such as walking and cycling
- Reduce the amount of car use e.g. modal shift
- Avoid, remedy or mitigate the undesirable effects of growing traffic congestion eg. safety & pollution (atmospheric, noise & light) etc
- Identify a number of priority projects of which this is one.

33. A programme of improvements designed to dramatically improve public transport services included the introduction of:

- Easy access, no step, kneeling buses, which now represent 97 per cent of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends) and 65 per cent of buses at peak times (Monday to Friday 7-9am and 3-6pm)
- Award winning Orbiter, that runs in an orbit every ten minutes through the suburbs connecting malls, schools and recreation centres
- Real Time Information (RTI) for passengers at bus stops
- Increased frequency on routes
- Express and limited stop services
- Metro brand applied to system as result of image review

34. The vision adopted by the Public Transport Advisory Group in 1998 was that:

The public passenger transport system contributes to a healthy, sustainable Christchurch. It is attractive, convenient, safe, easy to use, and takes us where we want to go, providing a preferable alternative to many car trips.

Public passenger transport is environmentally friendly and so well used that it contributes to less congestion and pollution. It is an integrated system, allowing for flexible travel within and across the city and with other modes of transport.

Excellent use and community support means our system is affordable and economically sustainable. Our public passenger transport system helps us to enjoy our garden city and contributes towards keeping it a vibrant and fun place to live.

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Our Future Our Choices (2003)

35. The updated Strategy was adopted by both Councils in July 2003, and is a constituent strategy of the Councils' long-term approach to transport planning. It also contributes to the aims of the Metropolitan Christchurch Transport Statement, which sets the recommended long-term direction for transport planning over the next 20 years.
36. The consultation undertaken in the development of the Strategy identified the goals of an attractive, convenient, integrated, efficient, and community focussed public transport system, and set a number of targets for both Councils to achieve to meet these goals. Two such targets for the City Council were the adoption of the Plan, and the development, introduction and enforcement of at least three public transport priority corridors by June 2006.
37. The success of the Strategy increasing patronage on public transport and raising public expectations has also created some challenges. For example:
 - **Overcrowding on buses at peak times** is a growing issue on some routes and unless addressed will result in a loss of passengers
 - **Rapid increases in patronage** is putting pressure on passenger waiting areas, both on and off street, at the Exchange
 - **Congestion is leading to unreliable travel times and delays** which means public transport priority measures are urgently needed within the central city and on key corridors.

Citywide Public Transport Priority Plan (2004)

38. The Citywide Public Transport Priority Plan (the Plan) was prepared in response to city-wide consultation during preparation of the Strategy update in 2003. The purpose of the Plan was to identify and prioritise transport corridors for public transport priority treatments. This was done against Council adopted criteria of unreliability and congestion issues that present problems to the greatest number of bus services and passengers, delay, benefit to others and other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.
39. The corridors identified in the Plan by Environment Canterbury, bus operators, the Passenger Transport Advisory Group and through focus groups, present significant delays and unreliability to the people who use public transport and deter many more people from using "metro" public transport. Removing these constraints, in association with the provision of high quality infrastructure and services, will result in more people using public transport as their travel mode of choice. In addition, this will contribute to the City Council's multi-modal transport objectives of reducing traffic congestion and growth, improving road safety and achieving a transport system that supports a quality of life second to none.
40. Through studying the bus frequency, excess travel time, reliability and the potential to improve the level of service, the corridors were ranked in level of priority. The first three public transport priority corridors that were recommended for development were:
 - Belfast to / from Exchange, via Papanui Road
 - Princess Margaret Hospital to / from Exchange, via Colombo Street
 - Queenspark to / from Exchange, via New Brighton Road.
41. Following these first three corridors, a further five corridors were also recommended for development in the Plan. These are:
 - Hornby Mall to / from Exchange, via Riccarton Road
 - New Brighton to / from Exchange, via Pages Road
 - Sumner to / from Exchange, via Ferry Road
 - Oaklands to / from Exchange, via Lincoln Road
 - Main North Road to / from Exchange, via Cranford Street

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42. In addition, the Plan recommended that the Council give approval in principle to plan for appropriate Council enforcement of any priority measures developed through the community participation process. Further details on the proposed enforcement and education campaign for implementation of the bus priority measures along the route are outlined in paragraphs 150-154.

Metro Strategy 2006-2012

43. The Metro Strategy 2006-2012 is the result of a second review of the Strategy. The Metro Strategy notes that whilst significant improvements have been made and patronage has increased, traffic growth and congestion continue to increase the potential to seriously impact on the quality of life of metropolitan Christchurch residents. Three major factors contributing to this are:

- *The population in Greater Christchurch in 2006 was over 350,000. By 2021, the population is predicted to increase to 440,000. Every month, 400 more people make Christchurch their home, which is impacting on the City's infrastructure.*
- *Greater Christchurch has the highest rate of car ownership in New Zealand. In the 2001 census, 77% of us said we travelled to work in cars, 4% were passengers in cars with only 4% travelling by bus, 7% by cycle and 5% walking.*
- *Traffic growth is continuing with a predicted further 20% increase in the next 15 years. This will equate to a 160% increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24km of road congestion to 78km, making commuting times 26% longer. This means we won't be going anywhere very efficiently unless we change current trends.*

44. The Orbiter and MetroStar were added to the list of bus priority routes in the Metro Strategy, resulting in 10 bus priority routes to be developed for implementation. The timeline given in the Metro Strategy for implementation of bus priority measures on all high demand passenger transport corridors is completion of three corridors in 2007/2008, completion of a further three corridors in 2009/2010 and completion of the four remaining corridors in 2011/2012.

PMH (via Colombo Street) to City Bus Exchange

45. The Colombo corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
46. For scheme design and consultation purposes, the route was separated into four sections, each of which has different characteristics in terms of both adjoining land use, function and traffic behaviour.
47. The first section runs from the Central **Bus Exchange to Moorhouse Avenue**. This section of Colombo Street is fronted by commercial land uses, including the South City Centre. Restricted kerbside parking is permitted along the majority of this section and bus lanes are provided on the approach to a couple of intersections. This section of Colombo Street is narrow (12-13metres) and cycle lanes are not provided. This section has been excluded from consideration in this project as the location of the Central Bus Exchange is currently under review. Selection of an alternative site will result in changes to bus routes within the four avenues and thus render any further bus priority measures along this section of Colombo Street null and void. It is expected that any changes to bus routes within the four avenues would be handled as part of the Bus Exchange project.

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48. The second section of the corridor runs from **Moorhouse Avenue to Milton Street**. This section of Colombo Street is fronted by commercial land uses and Sydenham Park. The commercial properties includes a mixture of owner-operator stores, banks, franchises, restaurants, hotels and the Sydenham Central shopping centre. Kerbside parking is permitted between Carlyle Street and Brougham Street and is restricted to 30 minutes time restriction. South of Brougham Street, there is some unrestricted parking provided outside Sydenham Park, but no kerbside parking is permitted outside the commercial properties in this area (all of which provide ample off-street parking). Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
49. The third section of the corridor extends from **Milton Street to Cashmere Road**. This section of Colombo Street is fronted by a mixture of commercial and residential land uses. The commercial land uses tend to be clustered around the major intersections with residential land uses in mid-block locations. This section also accommodates community facilities including a library, primary school and church. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
50. The final section of the corridor is along **Cashmere Road from Colombo Street to PMH**. This section of Cashmere Road is fronted by a mixture of commercial and residential land uses on the south side and is bounded by the Heathcote River on the north. The commercial land uses are located close to the Colombo St intersection and near the Valley Road intersection. PMH is located at the end of the route. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Some angle parking is provided opposite PMH. A cycle lane is provided along the northern side of this section. Cashmere Road forms part of a popular recreational and training cycling route around the base of the Port Hills.
51. There are seven bus services that use all or part of this corridor. Environment Canterbury is responsible for the management of the bus timing and operator, while the Council is responsible for the management of the physical aspects of the network, such as bus stops, shelters and priority measures.
52. The morning peak hour in Christchurch is generally considered to be from 0730 to 0830. The main traffic flows in this period along the corridor are inbound (i.e. northbound) movements. The afternoon peak hour in Christchurch is generally considered to be from 1630 to 1730, and the main traffic flows in this period along the corridor are outbound (i.e. southbound) movements.
53. The main areas of congestion in the morning peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. The main areas of congestion in the afternoon peak period are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.
54. The congestion appears to be caused by:
 - High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
 - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
 - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficient of this roundabout.
55. The Colombo bus priority route is located entirely within the jurisdiction of the Spreydon/ Heathcote Community Board area.

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THE OBJECTIVES

56. The original aims and objectives of the project are:

- Increased bus patronage within the City of Christchurch, while at the same time reducing private vehicle traffic congestion.
- Reduce the variation in bus journey times along the routes from one day to the next so that services can be relied upon by the passengers.
- Reduce excess bus journey time to at least 125 percent of that for a car.
- Monthly average speeds of buses during the peak period should not be below 26 km/hr on high passenger demand corridors.

57. The site and segment specific objectives along the corridor are:

Dyers Pass Road to Brougham Street

- Investigate the location of inbound and outbound bus stops at the South Christchurch Library.
- Minimise delays and unreliability at the Dyers Pass roundabout.
- Minimise afternoon queues outbound at Strickland Street and Southey Street.
- Minimise inbound AM and afternoon queues at the Milton / Huxley intersection.

Brougham Street to Moorhouse Avenue

- Relocate bus stop just north of Brougham Street.
- Minimise delays and increase reliability due to successive intersections and side friction.
- Minimise queues on the southbound approach to Byron Street.
- Establish bus priority lanes by limiting, removing or relocating parking along Colombo Street.
- Investigate signalisation incorporating B-signals at intermediate intersections.

Moorhouse Avenue to St Asaph Street

- Increase the effectiveness of the bus lane on the northbound approach to St Asaph Street.
- Investigate signalisation improvements through the use of B-signals.

58. In short, the project aims to reduce the variation in the bus journey times along the route, increase reliability, and achieve a minimum monthly average speed of 26 km/hr for buses during the peak period on high passenger demand corridors. The measures used are aimed at protecting bus services from the effects of traffic growth and variations in levels of congestion. This is to allow the bus trip to remain consistent from one day to the next and move efficiently along the route.

THE OPTIONS

59. A number of options were identified that could be implemented to improve the operation of the Colombo bus corridor, that would meet the corridor and section specific aims and objectives of the project. The types of improvement measures considered included:

- Relocation of bus stops to improve access to key facilities
- Provision of bus lanes to reduce journey times
- Changes to traffic signals, specifically the introduction of a B-signal at signalised intersections to give buses a "head start" over the traffic queue
- Bus pre-emption at traffic signals to reduce journey times and increase trip reliability
- Implementation of turn restrictions to improve traffic movement along the corridor

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- Changes to parking arrangements so that measures identified above could be implemented within the existing carriageway as much as possible
 - Bus gates or pre-signals, where traffic signals are located upstream of an intersection, which has insufficient space to accommodate bus priority measures.
60. Treatment measures exclude the section of Colombo Street north of Moorhouse Avenue as the location of the Central Bus Exchange is currently under review. This section of Colombo Street already has some bus priority measures in place and any improvements to this section would be handled as part of the Bus Exchange project.
61. The identification of potential locations for bus priority measures was determined by analysing the corridor and bus journey time surveys, bus delay information, field observations and the operation of the micro-simulation base model to determine the sections along the corridor where bus lanes would be most beneficial. The corridor constraints were also considered.
62. The provision of continuous bus lanes in both directions between Moorhouse Avenue and Milton Street could be accommodated with the removal of kerbside parking from sides of the road; however, the project team considered that options should be pursued that maintained parking on at least one side of the carriageway between Carlyle Street and Brougham Street given the commercial nature of this area.
63. Bus lanes were thus considered in the following locations:
- Permanent Bus Lanes (on the approach to intersections)
 - On the southbound approach to the Byron / Colombo / Sandyford intersections
 - On the southbound approach to the Colombo / Wordsworth intersection
 - On the southbound and northbound approaches to the Brougham / Colombo intersection
 - On the southbound approach to the Colombo / Huxley / Milton intersection
 - Permanent Bus Lanes (continuous)
 - Southbound from Carlyle Street to Milton Street (outside of kerbside parking)
 - Northbound from Milton Street to Stanley Street
 - Northbound from Sandyford Street to Moorhouse Avenue
 - Part-Time Bus Lanes (kerbside clearway – on the approach to intersections)
 - On the southbound approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout from Malcolm Avenue
 - Part-Time Bus Lanes (kerbside clearway – continuous)
 - Northbound from the Cashmere / Thorrington intersection to Milton Street
 - Southbound from Milton Street to Remuera Avenue.

Bus Lanes

64. The provision of bus lanes is one of the key measures that will help achieve the project aims of improving bus trip reliability and reducing journey times. Bus lanes provide most benefit where there are traffic queues or where traffic travels at low speeds due to congestion. However, the development of dedicated bus lanes is constrained along parts of the route for a number of reasons including:
- The available road reserve width
 - Roadway capacity
 - The need to retain some kerbside parking and/or wide footpaths in commercial areas
 - The extent of building verandas
 - The topography of the Port Hills along the southern side of Cashmere Road

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Bus Stops

65. Bus stop locations can be rationalised to focus on providing well-spaced stops that are close to intersections and provide a high level of access to community facilities. The Council's bus stop location policy and guidelines, adopted in December 1999, set out a framework for locating bus stops depending on population density. Part (e) of this policy - **Distance Between Bus Stops** - states that "*The distance between bus stops should be standardised and consistent*" The distance between bus stops is an important consideration and there are different needs in different areas e.g. the City centre or the suburbs. The current bus stop spacing in the City Centre is around 200metres due to the size of the blocks. Speed of service in the City Centre is less important than access to attractions. In contrast, in the suburbs speed of service becomes more important and 300-400metres is more appropriate. On the major bus "trunk routes" (as defined by the Regional Council) into the city e.g. Riccarton Road, speed is most important and high frequency of service will partly compensate for the slightly longer distances to walk.
66. The distance between bus stops should be consistent with the surrounding land uses and desired service speed. The typical distances between bus stops in different areas of the City are:
 - City Centre: 200metres
 - General Suburban Area: 300metres
 - Major Trunk Routes: 400metres
67. There are 17 bus stops along the inbound route, and 16 bus stops along the outbound route, excluding the bus exchange.
68. The position of bus stops is an issue in the section of Colombo Street between Tennyson Street and the Cashmere / Centaurus / Colombo / Dyers Pass roundabout. Some bus stops along this section of the corridor are irregularly spaced, located mid-block (with limited catchment) and positioned away from key community facilities, such as the Christchurch South Library.
69. The relocation of bus stops has focussed on providing well-spaced bus stops that are close to intersections and provide a high level of access to community facilities. Where possible, bus stops have been provided on the downstream side of intersecting side roads, which means that passengers walking to the bus stop from a side road will always turn in a direction that coincides with their intended destination. Providing a bus stop on the downstream side of an intersection can also greatly improve visibility for traffic exiting from a side road compared to the upstream side, especially at priority-controlled T-intersections. Bus stop rationalisation has been focused on the section between Cashmere Road and Brougham Street.

Parking

70. A comprehensive survey was undertaken of both on-street and off-street public car parking in the Sydenham shopping area, which covered the area extending from Carlyle and Cass Streets to the north, Brougham Street to the south, Buchan Street to the east and Durham Street South to the west.
71. There is high parking demand along the intersecting side roads and the parallel streets at all times of the day. Parking demand on Colombo Street is lower in the morning but it is busy during the midday and evening periods. The high parking demand on the side roads and parallel streets can be attributed to the nature of parking restrictions that apply on Colombo Street, which is generally restricted to a maximum parking limit of 30 minutes. The side roads and parallel streets generally have unrestricted parking. This serves the industrial business activity in Sydenham and given the proximity to the central city, is an attractive all-day parking location for CBD employees.

1 Cont'd

72. It is noted from specific on-site observations that there is high parking demand in the following locations along the route:
- High on-street parking demand in the central city area north of Moorhouse Avenue.
 - High on-street parking demand and turnover in the Sydenham area (i.e. Moorhouse Avenue to Brougham Street) during the afternoon and evening peak period.
 - High parking demand in the Beckenham area (around the Tennyson Street and Strickland Street intersections) during the afternoon and evening peak.
 - High parking demand around the shops near the Cashmere / Centaurus / Colombo/ Dyers Pass roundabout during the afternoon and evening peak period.
 - High parking demand around the Thorrington Primary School associated with caregivers dropping off and picking up children at school start and finishing times.
 - On-street parking causes significant side friction and results in delays to through traffic on Colombo Street.

Bus Signals

73. The provision of a B-signal is a treatment measure that can be applied at a signalised intersection where a bus lane is provided on the approach to the intersection. The B-signal activates when the presence of a bus is detected in the bus lane to provide the bus with a "head start" over through traffic in an adjacent lane at the start of a green phase. Where a bus lane terminates prior to the intersection limit lines and the bus shares a lane with a turning movement (typically a left turn), a left turn arrow operates in conjunction with the B-signal to clear any left turners that may be queuing ahead of the bus. The latter method has been used for the assessment of this corridor, as the former method requires significantly more carriageway width (to provide a separate lane) or the introduction of turn bans (to reallocate lane disciplines). B-signals were considered in conjunction with each of the bus lane options.

Bus Pre-emption (PTIPS)

74. PTIPS is a satellite-based technology that comprises two major components: an on-board data collection and transmission system and the centrally located PTIPS that analyses data received from each bus. The on-board system collects location, time and route information from GPS technology. It then transmits this information to PTIPS via a data radio service. PTIPS analyses this information and if the bus satisfies the criteria for priority (i.e. late running buses) it passes a priority request to SCATS to direct traffic signal priority to late running buses.
75. PTIPS is an appropriate measure where there is no conflict with bus demand travelling along perpendicular routes through the intersection, and the intersection is operating below capacity so that changes to the signal timing will not have a significant impact on the overall intersection level of service.
76. PTIPS is considered a suitable bus priority measure at the Strickland Street and Tennyson Street intersections with Colombo Street. These intersections are earmarked for this treatment; as other bus priority measures are not proposed through the Beckenham retain area.

Intersection Modifications

77. Non bus priority intersection modifications were considered, and in particular, right turn restrictions in the Sydenham area, Colombo / Huxley / Milton intersection improvements, and Cashmere / Centaurus / Colombo / Dyers Pass intersection improvements.
78. The Colombo Street approaches to the Byron / Sandyford and Wordsworth Street intersections are configured with a shared through / right lane and an unmarked kerbside lane to accommodate left and through movements. The proposed bus lanes will result in the left kerbside lane being restricted to left turning vehicles and through buses only; meaning that through vehicles may be impeded by right turning vehicles at these intersections. Introduction of right turn restrictions has been considered at these intersections to improve the through movement flow and reduce delays for all traffic.

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79. The Colombo / Huxley / Milton intersection is currently configured with a single through lane and left and right turn auxiliary lanes on all four approaches. The project team requested that modifications to the intersection be investigated to improve the intersection capacity. Specifically, it was requested that the introduction of a right turn phase on the Colombo Street approaches be investigated. Currently the intersection operates a simple two phase signal cycle; however, it was considered that the introduction of a right turn phase on the Colombo Street south approach in particular may encourage more traffic to access the city centre via Huxley Street and Gasson Street.
80. Observations of traffic movements at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout suggest that the intersection operates close to capacity during the peak periods, as lengthy queues form on one or more of the approaches. Modifications to increase the capacity and improve the efficiency of the Cashmere / Centaurus / Colombo / Dyers Pass roundabout were considered, including replacement of the roundabout with traffic signals, part-time signalisation of the roundabout, and provision of a bus gate on the Colombo Street approach to the roundabout.
81. The rationale behind each of these options was to use traffic signals to better manage the uneven traffic demands at the existing intersection capacity and reduce delays for both buses and private vehicles.

Concept Design for Consultation

82. Two schemes were investigated and put forward for the Sydenham Shopping Area (Moorhouse Avenue to Brougham Street), as there were a number of pros and cons associated with this area. It was considered to be in the best interests of the project to provide the community board, the public and Council with the two schemes for consideration along this section of the corridor, with a single option proposed to the south of Brougham Street. The concept design(s) presented to the community for consultation are described below.

Option A

83. This corridor strategy addressed the section of the corridor where traffic congestion is most pronounced and where buses experience the lengthiest delays. It included:

Bus Lanes

84. The formation of a permanent 3.0metre wide southbound bus lane from Carlyle Street to Brougham Street. This bus lane was located outside of kerbside parking, which was retained on the eastern side of Colombo Street. A wider than normal kerbside parking lane of 2.6metre provided a buffer between the parking lane and bus lane to reduce the possibility of a bus colliding with an opening car door of a parked vehicle. A bus lane of 3.0metre requires buses and cyclists to travel in single file. While the provision of a wider bus lane (4.2metre) that allows buses to overtake cyclists within the lane is preferred, narrow bus lanes that prevent overtaking are suitable in carriageway constrained scenarios where there is frequent opportunity for buses and cyclists to pass one another, such as at intersections or bus stops. The section of Colombo Street where this treatment was proposed has both closely spaced signalised intersections (with separate cyclist facilities) and bus stops.
85. An extension of the existing permanent northbound bus lane across the over bridge (ie. commencing at Sandyford Street rather than Cass Street) to improve bus movement continuity north from the Sandyford Street intersection. The bus lane was reduced in width from 3.6metre to 3.2metre to improve safety for cyclists.
86. This option also provided a permanent 3.0metre wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street.
87. To the south, the proposal was for the formation of part-time 4.2metre wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2metre bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing past the cyclist. The bus lanes along this section were intended to operate Monday to Friday only so that parking for Sydenham Park was not lost on the weekends.

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88. In every instance, bus lanes were terminated prior to each signalised intersection and buses travelling straight through the intersection shared the left most lane with left turning vehicles.

Part-time Bus Lanes

89. The proposal also included provision of northbound part-time bus lanes between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100metre south of Milton Street. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable).
90. During the afternoon peak, there was provision of a southbound part-time bus lane, between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrington Primary School. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking was not practicable.

Pedestrian Facilities

91. The introduction of five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

Other Bus Priority Measures

92. The installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrington Primary School. Aside from operating as a signalised pedestrian crossing, between the hours of 4pm to 6pm the signals would also act as a bus gate.
93. Where a bus lane is present on the downstream side of an intersection, buses, motorcycles and cycles will be able to travel straight ahead from the kerbside lane.

On-street parking removal

94. This option requires the permanent removal of approximately 32 spaces on the western side of Colombo Street between Cass Street and Stanley Street and approximately 15 spaces between Brougham Street and Milton Street (mostly fronting Sydenham Park) between Monday and Friday.
95. No parking will be removed on the eastern side of Colombo Street. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping Area to compensate for the lost parking is outlined below.

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Bus Stop Rationalisation

96. This option includes the following bus stop modifications (Table 1 – Bus Stop Modifications, SR Part 5):

Table 1

Bus Stop Modifications

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above - inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below - inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below - inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Road Widening

97. This option required road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side:

- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent to 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- 272 Colombo Street (north of King Street) to opposite Beaumont Street
- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance)
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

1 Cont'd

Western Side:

- Cass Street to 461 Colombo Street (south of Sandyford Street)
- Remove kerb extensions at Battersea Street intersection
- Remove kerb extension on north west quadrant of Wordsworth Street intersection
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

98. Where road widening would be necessary in a commercial area the footpath would be reduced to no less than 2metre wide to retain a reasonable level of service for pedestrians. The road widening would require modification to some commercial shop frontage canopies.

Option B

99. This corridor strategy sought to maintain as much on-street parking through the Sydenham Area as possible while providing for bus lanes on the approaches to intersections. This corridor strategy included:

Bus Lanes

100. This option involved the creation of non-continuous bus lanes in both directions between Moorhouse Avenue and Brougham Street some of which would be permanent and others which would operate during peak hours only (as part-time bus lanes) to ensure that kerbside parking was provided on at least one side of Colombo Street at all times. The permanent bus lanes included:

- The formation of a permanent 4.2m wide southbound bus lane from 362 Colombo Street (north of Waverley Street) to the approach to Brougham Street.
- The formation of a permanent 4.2metre wide northbound bus lane from Brougham Street to 357 Colombo Street (Sydenham Bus Timing Point – north of Stanley Street), and Cass Street to the approach to Moorhouse Avenue.
- Part-time bus lanes would also be provided in both directions between Brougham Street and Milton Street. The bus lanes along this section are intended to operate Monday to Friday only so that parking for Sydenham Park is not lost.

101. Bus lanes were terminated prior to each signalised intersection. Buses travelling through the intersection could share the through lane with other vehicles or travel ahead from the kerbside lane and merge with traffic while travelling through the intersection. B-signals would be provided at intersections where a bus lane is not provided on the downstream side of the intersection so that buses receive a "head start" over other traffic if they encounter the red phase at the traffic signals. The exception to this is the northbound approach to the Brougham Street intersection where separate bus lanes were provided on the downstream side of the intersection and buses are permitted to proceed through the intersection in a shared left and through lane.

Part-time Bus Lanes

102. The part-time bus lanes in the Sydenham Shopping Area included the formation of a PM peak period 4.2m wide southbound bus lane from Carlyle Street to 488 Colombo Street (approach to Byron Street) and 446 Colombo Street (opposite Battersea Street) to Lawson Street (approach to Wordsworth Street). In addition, there is the formation of an morning peak period 4.2metre wide northbound bus lane from Elgin Street to 391 Colombo Street (approach to Wordsworth Street) and 447 Colombo Street (north of Battersea Street) to 461 Colombo Street (approach to Sandyford Street).

1 Cont'd

103. South of Milton Street, the following part-time bus lanes were proposed - provision of a northbound part-time bus lane between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100m south of Milton Street.
104. There was also provision of a southbound part-time bus lane proposed between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrington Primary School. There are sections along the corridor where the part-time bus lane is not proposed to operate because of service conflicts, infrastructure constraints (eg. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable.

Pedestrian Facilities

105. The proposal seeks to introduce five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

Other Bus Priority Measures

106. Other measures proposed included the installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrington Primary School. Aside from operating between the hours of 4pm to 6pm the signals would also act as a bus gate.
107. Where a bus lane is present on the downstream side of an intersection, a bus will be able to travel straight ahead from the kerbside lane.

On-street parking removal

108. Option B required the permanent removal of approximately 14 spaces on the eastern side of Colombo Street between Carlyle Street and Huxley Street and 22 spaces on the western side of Colombo Street between Milton Street and Cass Street, of which approximately 15 spaces were between Milton Street and Brougham Street (mostly fronting Sydenham Park). These would only be removed between Monday and Friday.
109. In the morning peak period when the inbound part-time bus lane is operating, a further 17 spaces would be lost on the western side of Colombo Street. In the evening peak period when the outbound part-time bus lane is operating, a further 22 spaces would be lost on the eastern side of Colombo Street.
110. The maximum parking shortfall under this scheme would occur on a weekday in the evening peak period when 58 spaces (15 in front of Sydenham Park) would be lost in the Sydenham Shopping area. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping area to compensate for the lost parking has been developed.

1 Cont'd

Bus Stop Rationalisation

111. The proposal also included the following bus stop modifications (Table 2 – Bus Stop Modifications, SR Part 5):

Table 2
Bus Stop Modifications

Direction	Existing Location	Proposed Location	Reason
Outbound	464 – 466 Colombo Street	454 – 456 Colombo Street	To fit in with road modifications
Outbound	398 – 402 Colombo Street	384 – 388 Colombo Street	To fit in with road modifications
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above - inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below- inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below- inconsistent with Council bus spacing policy
Inbound	415 – 421 Colombo Street	429 – 431 Colombo Street	To fit in with road modifications
Inbound	479 Colombo Street	Closer to Cass Street	To fit in with road modifications
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Road Widening

112. The proposal required road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side

- 484 Colombo Street (north of Byron Street) through to Wordsworth Street (excluding the existing kerb extension opposite Battersea Street)
- Remove kerb extension on southeast quadrant of Wordsworth Street
- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- Brougham Street to 30metres north of Huxley Street
- 272 Colombo Street (north of King Street) to opposite Beaumont Street

1 Cont'd

- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace.
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance).
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

Western Side

- Indented bus bay on south side of Cass Street
- 393 – 407 Colombo Street (approach to Wordsworth Street)
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

113. Where road widening was required in the commercial area the footpath would be reduced to no less than 2metre wide to retain a reasonable level of service for pedestrians. The road widening requires the modification to some commercial shop frontage canopies.

Sydenham Area Parking Strategy

114. All bus priority options investigated involved the removal of short term parking from Colombo Street in the Sydenham Shopping area. Option A involved the permanent removal of all parking from the western side of Colombo Street between Brougham Street and Moorhouse Avenue while Option B involved part-time removal of some parking on both sides of the street.
115. Therefore a parking strategy was investigated for the Sydenham Shopping area to ensure that the same quantum of short-term parking would be provided for business customers within a convenient walking distance of Colombo Street. The worst case scenario in terms of the number of parking spaces to be removed on Colombo Street is associated with Option A, which requires the removal of 38 parking spaces from this section of Colombo Street.
116. Forty five additional angled parking spaces were found, 35 of which were P30 minutes (the current number of existing P30 parking on the west side of Colombo Street). The majority of angled parking spaces were found in Cass Street, Buchan Street, Battersea Street, Elgin Street and Stanley Street. Other adjacent streets, i.e. Sandyford Street, Wordsworth Street and Brougham Street are busier streets with higher volumes of through traffic, so it was considered easier and safer to create additional parking elsewhere. Apart from parking bay road marking, the kerb and channel and associated pavement civil works are limited to Stanley Street and Elgin Street.

Reliability

117. The morning peak period modelling indicated that journey time reliability would improve under both options. This is intuitive given that the provision of bus priority facilities that provide buses with separate lanes and remove much of the interaction with other vehicles should improve bus journey time reliability.
118. The modelling shows that Option B improved bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. This is likely to be a result of Option B providing more bus priority measures (in the form of part-time bus lanes) in the inbound direction than Option A.

1 Cont'd

119. The PM peak period modelling indicated that journey time reliability would improve under Option A. Again, this is intuitive given that the provision of bus priority facilities that provide continuous bus lanes and remove much of the interaction with other vehicles should improve bus journey time reliability. Option B on the other hand, provided intermittent bus lanes that gave buses improved journey times in trip unreliability.
120. The modelling showed that Option A improved bus journey time reliability in the critical outbound direction, whilst Option B resulted in deterioration in bus journey time reliability.
121. In order to evaluate whether identified bus priority measures would meet the aims and objectives of the project, a micro-simulation model of the bus corridor was prepared using S- Paramics. The key benefits of the micro-simulation modelling are:
- Easy comparison of relative journey times for private vehicles and buses
 - Seamless comparison between the existing situation (base model) and options
 - Identification of how changes to one part of a road corridor can affect another
 - It is an excellent tool for community consultation with its visual interface.
122. The preferred option meets the objectives of the project as follows in relation to bus speeds, percentage of private vehicle journey time, and trip reliability.

Bus Speeds

123. During the morning peak period, Option B provides the highest average bus speed in the critical inbound direction, while both options meet the speed related project objective in the outbound direction. None of the options meet the speed related project objective in the inbound direction. During the afternoon peak period

Percentage of Private Vehicle Journey Time

124. During the morning peak period Option B provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical inbound direction, whilst neither option meets this project objective in either direction. During the afternoon peak period Option A provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical outbound direction. Option A in the outbound direction is the only option that meets this project objective.

Trip Reliability

125. During the morning peak period, journey time reliability would improve under both options. Option B improves bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. During the afternoon peak period, the journey time reliability would improve under Option A. Option B results in a deterioration in bus journey time reliability.
126. Bus journey times and journey time reliability are most affected by normal traffic in the afternoon peak period, so Option A best meets the project objectives in this critical period.

THE PREFERRED OPTION

127. The preferred option has been developed following consultation of the concept designs described above with the community. The outcomes of consultation are described in paragraphs 23-30 above, and the key issues raised are outlined in a separately circulated document.
128. Based on the feedback received in consultation, the following changes were made to the scheme design presented to the community for consultation:
- Extension of the existing northbound bus lane on the Colombo Street / Moorhouse Avenue over bridge, which now commences at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection.

1 Cont'd

- Reduction in the width of this permanent bus lane from 3.6metres to 3.2metres to improve safety for cyclists.
- Part-time bus lanes will run from 7am to 9am in the morning peak and 3pm to 6pm in the afternoon peak, except for outside schools which will run from 4pm to 6pm.
- Provision of a southbound part-time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Carlyle Street intersection and extending through to Brougham Street.
- Provision of a southbound part-time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Malcolm Avenue and extending through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thornington Primary School.

- A number of lane discipline alterations are proposed along the corridor including:
 - Removal of the kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection
 - Signalisation of the Battersea / Colombo intersection
 - Removal of the cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection
 - Installation of a cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection
 - Installation of a cycle lane between the kerbside lane and through on the northbound approach to the Brougham / Colombo intersection.

- Retention of the pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the Christchurch South library; however, these will be modified to fit within the proposed carriageway configuration.
- Removal of the existing pedestrian island south of Devon Street.
- Modification to shop front verandas are likely to accommodate the proposed repositioning of kerb and channel and carriageway layout.
- On-street parking modifications.
- Road widening at various locations.

129. Consequently the key features of the preferred bus priority corridor scheme for Colombo Street and Cashmere Road include the provision of full time and part time bus lanes; modifications to intersection configurations, walking and cycling facilities, kerbside parking, and shop front verandas; rationalisation of bus stops; provision of a bus gate; and associated road widening. A description of each of these bus priority features for the Colombo Street corridor is presented below.

Full Time Bus Lanes

130. The scheme includes the provision of full time bus lanes in the following locations:
- An extension of the existing northbound bus lane on the Colombo Street over bridge, commencing at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection. Reduction in the width of the bus lane from 3.6metres to 3.2metres to improve safety for cyclists;
 - Provision of a full time 3.2metres wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street; and
 - The formation of 4.2metres wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2metres bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing the cyclist.

1 Cont'd

131. It is proposed that the full time bus lanes operate 24 hours from Monday to Friday. Along this corridor, this enables on-street parking to be retained on the western side of Colombo Street for sporting and recreational activities at Sydenham Park in weekends.
132. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

Part Time Bus Lanes

133. The scheme includes the provision of part time bus lanes in the following locations:
 - (a) Provision of an eastbound part time bus lane between 7am to 9am Monday to Friday on the northern side of Cashmere Road commencing at the Cashmere / Thorrington intersection and extending through to the Cashmere / Centaurus / Colombo / Dyers Pass intersection.
 - (b) Provision of a northbound part time bus lane between 7am to 9am Monday to Friday on the western side of Colombo Street commencing to the north of Colombo / Thorrington intersection and extending through to King Street on the approach to the Colombo / Huxley / Milton intersection. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable. These areas are identified on the scheme design presented in **Attachment 1**.
 - (c) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Carlyle Street intersection and extends through to Brougham Street.
 - (d) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences approximately 60m south of Milton Street and extends through to Malcolm Avenue. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable.
 - (e) Provision of a southbound part time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Malcolm Avenue and extends through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thorrington Primary School.
134. Part time bus lanes have a minimum width of 4.2metres, which reverts to a 2.4metre wide parking lane and 2.0metre wide cycle lane outside of bus lane operating times.
135. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

Intersection Configuration Modifications

136. A number of lane discipline alterations are proposed along the corridor, including:
 - The kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection is to be removed;
 - The Battersea / Colombo intersection is to be signalised;
 - The cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection is to be removed;
 - A cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection is to be installed; and
 - A cycle lane between the kerbside lane and through lane on the northbound approach to the Brougham / Colombo intersection is to be installed.

1 Cont'd

137. The decision to remove some sections of cycle lane on the approaches to intersections arises from carriageway space constraints and the need to avoid sending conflicting messages to cyclists. At intersections where approach cycle lanes have been removed, an advance cyclist stop box has been included in the intersection design.

Walking and Cycling Facilities

138. The scheme involves the removal of all existing zebra pedestrian crossings along those sections of the corridor where a bus lane (part time or full time) is proposed. The zebra pedestrian crossings have to be removed, as there are known safety issues with providing more than one lane on any approach to a zebra pedestrian crossing.
139. Where a formal pedestrian crossing point is removed, provision has been made within the proposed scheme to replace it with either a mid-block signalised pedestrian crossings or signalising an intersection and providing controlled pedestrian phases.
140. Pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the South Christchurch Library will be retained, but modified to fit within the proposed carriageway configuration. The existing pedestrian island south of Devon Street is to be removed.

On-Street Parking Modifications

141. The proposed scheme involves the permanent removal of approximately:
- Two parking spaces on the eastern side of Colombo Street between Wordsworth Street and Waverley Street;
 - Three parking spaces on the western side of Colombo Street between Milton Street and Brougham Street;
 - Three parking spaces on the western side of Colombo Street between Stanley Street and Elgin Street; and
 - Five parking spaces on the western side of Colombo Street between Sandyford Street and Cass Street.
142. The proposed scheme involves the permanent addition of:
- Nine parking spaces on the eastern side of Colombo Street between Waverley Street and Brougham Street; and
 - Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street;
 - Six parking spaces on the eastern side of Colombo Street between Southampton Street and Roxburgh Street;
 - Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street; and
 - Two parking spaces on the eastern side of Colombo Street between Waimea Terrace and Malcolm Avenue.
143. In total, the proposed scheme creates a net additional 16 parking spaces along the corridor through the removal of existing 'no stopping' markings.
144. Along those sections of the route subject to a part time kerbside bus lane, on-street parking will be unavailable during the operating times of the bus lanes i.e. 7am to 9am and 3pm to 6pm.

1 Cont'd

Shop Front Veranda Modifications

145. The bus priority scheme requires modifications to some commercial shop frontage canopies in the Sydenham area due to the proposed repositioning of kerb and channel to accommodate the proposed carriageway layout. Modifications to shop front verandas are likely to be required in the following locations:

- Eastern side – Byron Street (470) to Lawson Street (420);
- Eastern side – Opposite Elgin Street (372) to Waverley Street (362); and
- Western side – Stanley Street (351) to opposite Waverley Street (363).

Bus Stop Rationalisation

146. The bus stop modifications for the proposed scheme are presented below:

Table 1: Bus Stop Modifications (Scheme Report, Part 7 – March 2008)

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above – inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Outbound	South of South Christchurch Library	Outside South Christchurch Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road (Colombo)	North of Thorrington Road (Colombo)	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

Bus Gate

147. The signalised pedestrian crossing proposed outside of Thorrington Primary School (to replace the existing zebra pedestrian crossing) will also function as a bus gate between 4pm and 6pm. A bus gate permits buses to proceed along a section of road from a control point while preventing vehicles from entering. This provides the bus with priority entering the downstream section of road thereby reducing journey times for buses.

Road Widening

148. This selected option requires road widening and kerb modifications at the following locations along Colombo Street:

Eastern Side

- Byron Street (470) to Wordsworth Street (410);
- Remove kerb extension from south east quadrant to Wordsworth Street;
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street;

1 Cont'd

- Opposite Elgin Street (372) to Waverley Street (362);
- Waverley Street (352) to Brougham Street (340), which is occurring in association with the Sydenham Square development;
- Brougham Street to 30metres north of Huxley Street;
- 264 Colombo Street (north of King Street) to 156 Colombo Street (north of Strickland Street);
- 122 Colombo Street (south of Tennyson Street) to 62 Colombo Street (south of South Christchurch Library entrance);

- 32 Colombo Street (north of Malcolm Avenue) to 26 Colombo Street (south of Malcolm Avenue);
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School; and
- Remove kerb extension from north side of Remuera Avenue intersection.

Western Side

- Cass Street to Sandyford Street;
- Modify kerb extensions at Battersea Street intersection;
- Formation of a new kerb extension outside 363 Colombo Street;
- 363 Colombo Street to Stanley Street (351);
- Ernlea Terrace to 27a Colombo Street (opposite Malcolm Avenue);
- 15 Colombo Street to 9 Colombo Street (opposite Remuera Avenue);
- 8 – 10 Cashmere Road; and
- 16 – 18 Cashmere Road.

Bus lane markings

149. The Standards for Special Vehicle Lanes, which were prepared for the Auckland Bus Priority Initiatives Steering Group has been used for the design of the pavement markings and signage for bus lane markings. Bus lanes are given a painted colour treatment to improve their visibility at the start and end of each bus lane, after a left turn from an intersection, 50metres prior to a left turn into an intersection, and not more than 100metres apart. The lanes are also marked with a longitudinal continuous white line and painted white text in the lane itself. Roadside signage is also installed at regular intervals not exceeding 100metres and at each side street.

Enforcement

150. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
151. Enforcement of the bus lane and other bus priority measures is crucial due to the risk of non compliance by other road users. An occasional use of bus private measures by private vehicles can initially have little effect on the performance of the measure; however, if the trend is allowed to continue it could quickly become a widespread problem and risk the functionality of the measure entirely.
152. All moving violations in Christchurch are currently the responsibility of the NZ Police. The Council's enforcement team is undertaking the process to obtain delegated powers from the Commissioner of Police to warrant local officers as "enforcement officers", which allows them to enforce moving vehicle offences.

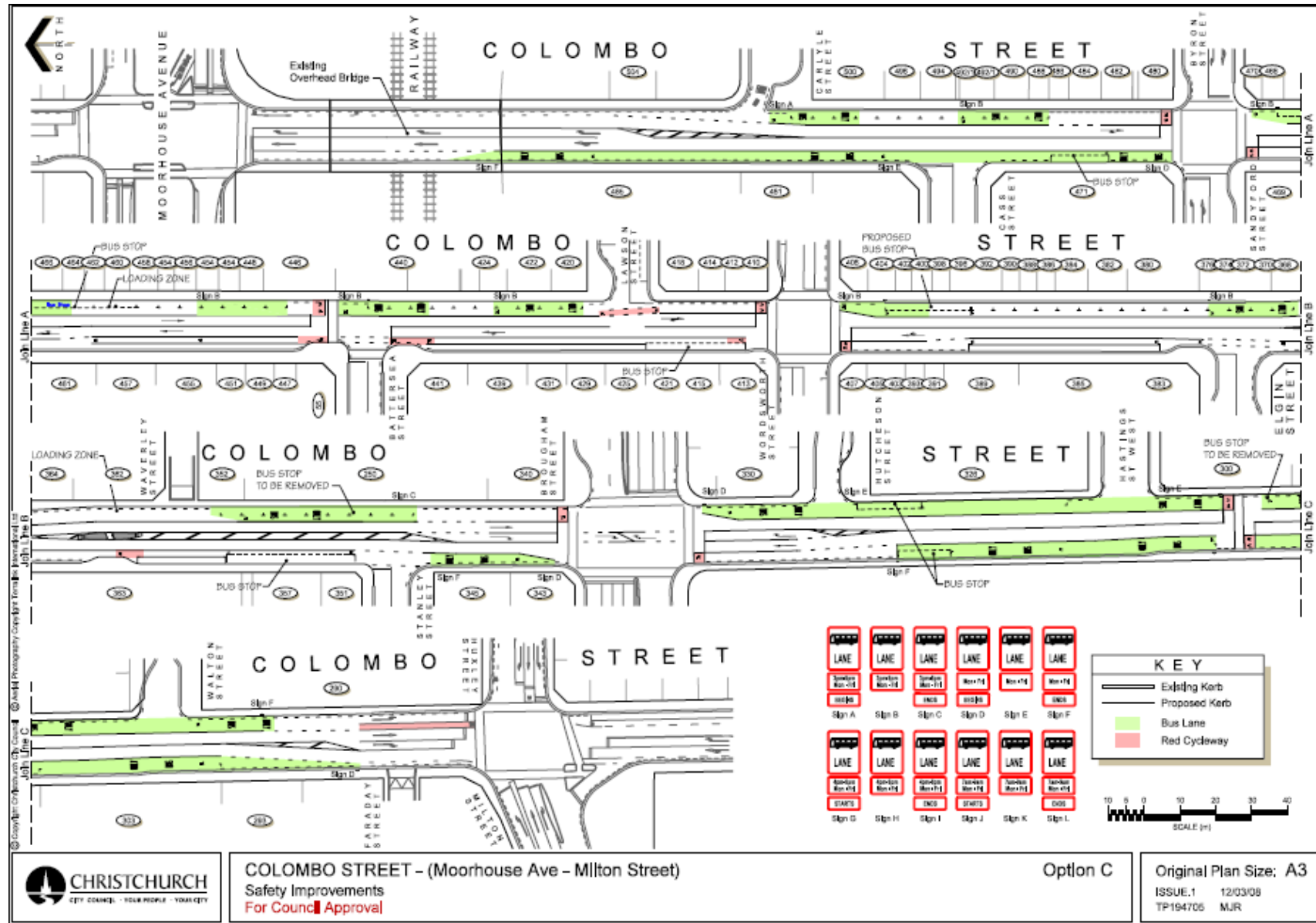
1 Cont'd

153. The Council can and does enforce stationary vehicle offences such as parking in special vehicle lanes. Parking in special vehicle lanes could be a major issue along the entire route both in the inbound and outbound peaks. If vehicles remain parked in the bus lane during peak hours the bus will then have to rejoin the traffic flow while passing the vehicle. Parking in the bus lanes during the operational times should be visually enforced to give the public a clear indication that misuse of the priority measures will not be tolerated. Parked vehicles obstructing bus lanes will be towed to allow bus lanes to operate and to support zero tolerance for abuse of bus lanes.

Education Campaign

154. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

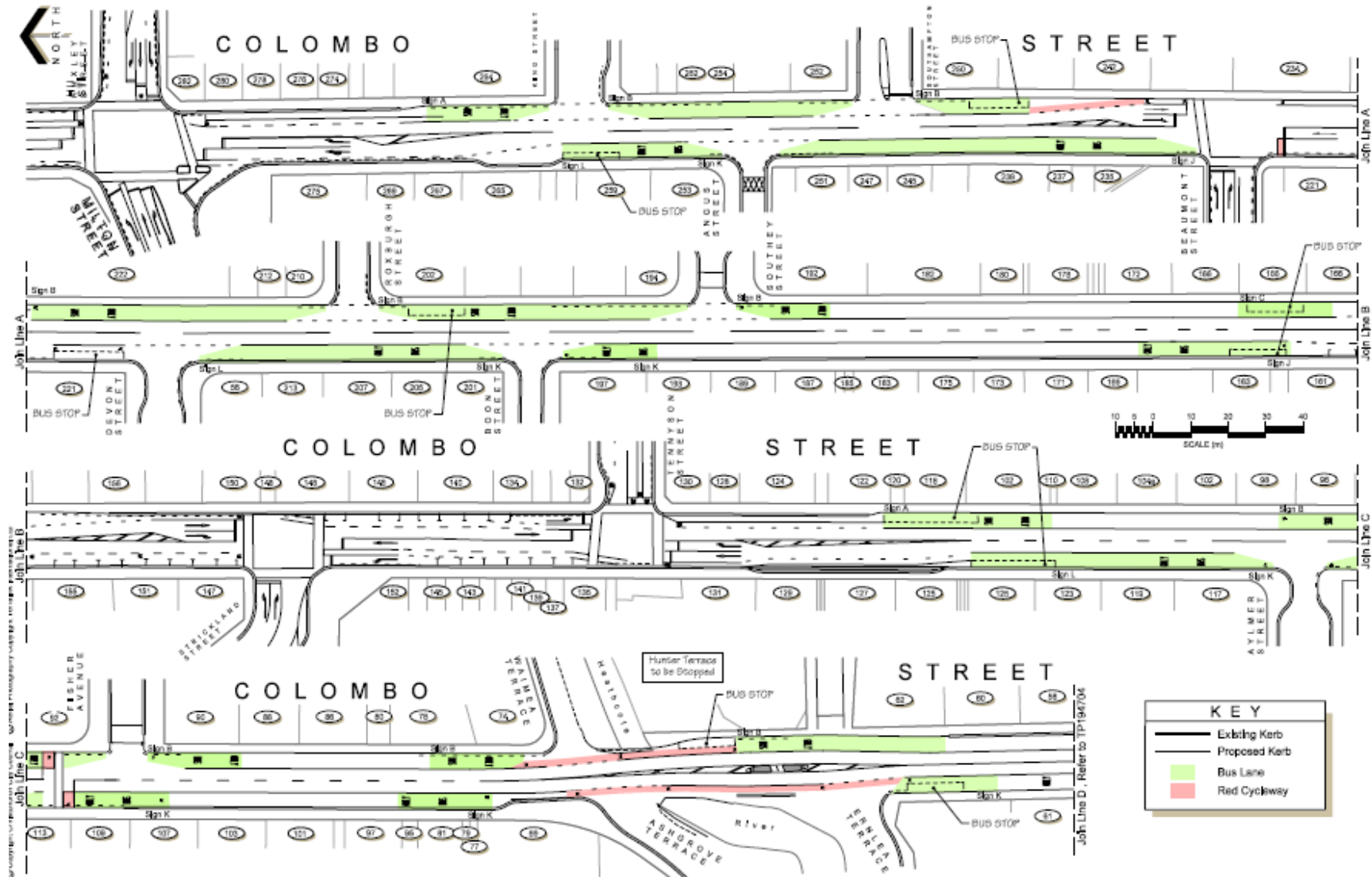
**PHIL CLEARWATER
CHAIRPERSON**



COLOMBO STREET - (Moorhouse Ave - Milton Street)
 Safety Improvements
 For Council Approval

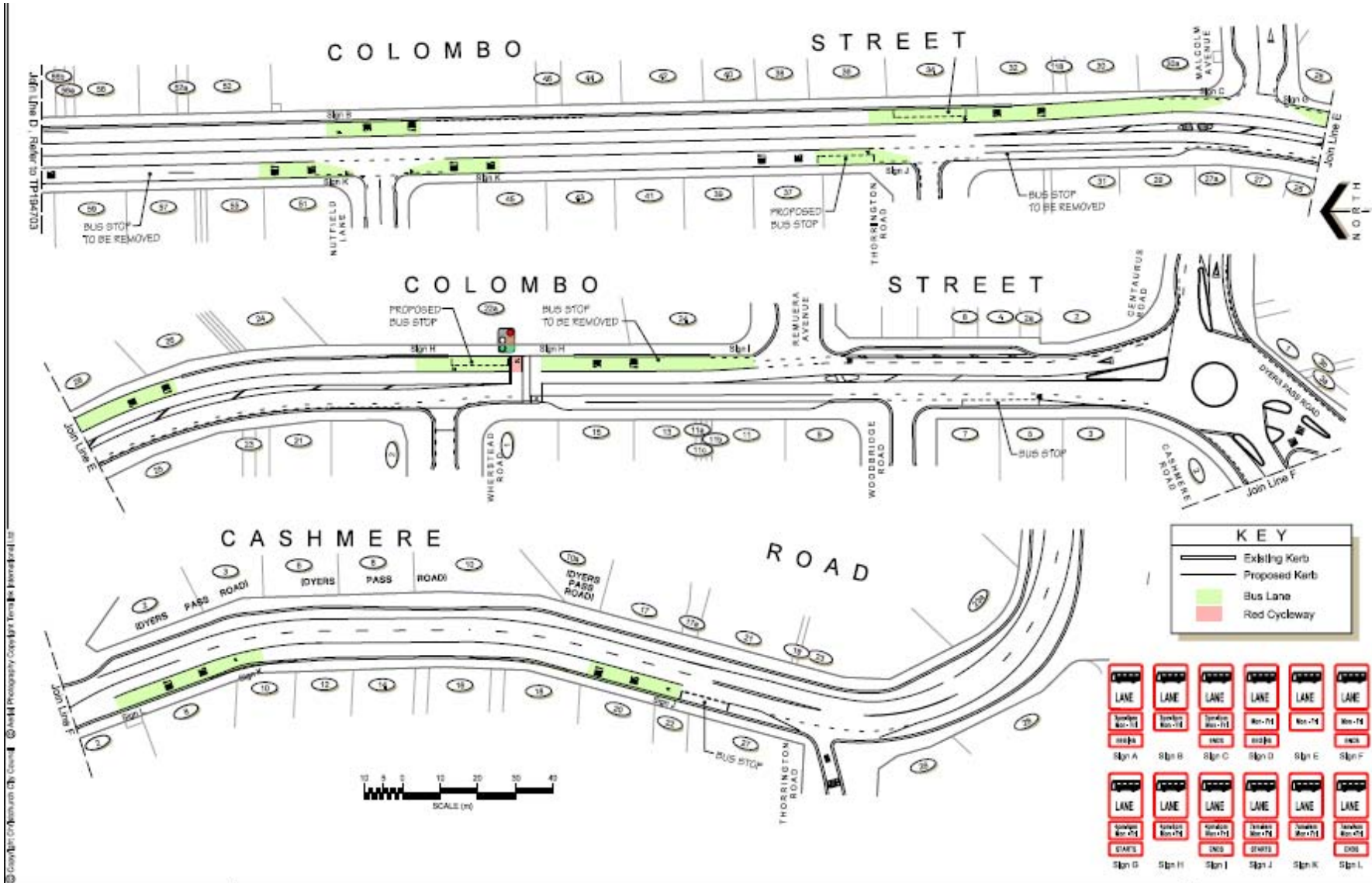
Option C

Original Plan Size: A3
 ISSUE.1 12/03/08
 TP194705 MJR



COLOMBO STREET (Milton Street - Cashmere Road)
 Safety Improvements
 For Council Approval

Original Plan Size: A3
 ISSUE.1 12/03/08
 TP194703 MJR



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COLOMBO STREET (Milton Street - Cashmere Road)
 Safety Improvements
 For Council Approval

Original Plan Size: A3
 ISSUE.2 12/03/08
 TP194704 MJR

<p>Alternatives / Travel Modes / Measures</p>	<p>GEN</p>	<p>Signals</p> <ul style="list-style-type: none"> - Investigate synchronised traffic light and left turning on red lights. Put in green arrow where buses are trying to turn right at a signalised intersection. - B-signals great. Give traffic signal priority to buses. Limited structural changes, such as metering lights more cost effective and practical. Use of "B" lights. - Suggest traffic light which bus drivers can remotely operate to enable the motorist to get out into the traffic flow. - Any thought given to using bright green sparkling type cats eyes to define the lanes. - Bus signals need enforcement to work consistently. - Signal pre-emption supported especially as some intersections have long phases in one direction. - Fix the lights at Briggs / Marshland corner traffic coming south at 5pm has 2 minutes on green. <p>Rail / Trolley Buses</p> <ul style="list-style-type: none"> - Development of City Tramway Expansion and light rail projects. Increase the use of trains and tracks in Christchurch. Small electric vehicles will be the preferred transport mode in the future, not buses. Trolley buses. What about light rail / electric trolley buses? Comparison with commuter rail link serving same catchment on parallel rail route. Run a train service, with feeder buses to the trains. Electric buses would be much quieter. Make buses travel underground. Provide specific space on arterial corridors for public transport – use for light rail in the future. Light rail / tram network for main routes for commuters. <p>Financial (Dis)incentives</p> <ul style="list-style-type: none"> - Alternative travel essential with increasing costs of petrol. - Decreasing car use by disincentives is the way forward – when cars are seen as less convenient and more expensive, then people will choose other means of transport. - Only way to fix the problem is to get cars out of the centre – parking buildings on the outskirts. People who live in the city centre carry car passes. - Need a financial disincentive for any vehicle entering the CBD with less than 4 people – encourage more car pooling and use of public transport. Congestion charge for central city to free up public transport routes. More sustainable options for fuelling public transport. - Increase the cost of on street parking to discourage car use, or another option is that of electronic congestion pricing. <p>Special Vehicle Lanes</p> <ul style="list-style-type: none"> - Consider some lanes should also be used by goods service vehicles (rename as Special Vehicle Lanes). Re-designate bus lanes as Special Vehicle Lanes to allow goods vehicles. Perceived lack of recognition of the impact that inappropriate bus priority measures may have on freight transport. - Include T2 / T3 in bus lanes – works well overseas. What about transit lanes for minimum of three people per vehicle? Explore other initiatives such as car pooling. - What about motorcyclists? Allow motorcycles to use bus lanes. Make sure that motorcyclists are allowed to use bus lanes. Motorcycles and scooters are a very important part of keeping Christchurch free of pollution and alleviating traffic congestion. Thought it was law that motorcyclists could use bus lanes. - No substitute for bus rapid transit corridors between peripheral suburbs and the central city and major employment and education zones westward. 	<p><i>B signals will be used where appropriate, as will pre-signals and signal pre-emption.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Bus lanes are available for use by buses, cyclists and motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>
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<p>Alternatives / Travel Modes / Measures cont...</p>	<p>GEN TNZ</p>	<p>Other</p> <ul style="list-style-type: none"> - Cease all think-big motorway projects. - ECan should arrange for buses to do adventure tours not just regular service. - Long-term solutions needed as lots of travellers will never use the bus due to circumstances. - Why no Park and Ride schemes? - <u>Riccarton Road</u> - How about bus priority on Riccarton Road? Make all side streets left in and left out only. Riccarton Road bus routes need to be addressed. - <u>Cranford Street</u> - Will benefit from the bus priority as well. - Mount Pleasant Group – when will bus priority scheme for Ferry Road be implemented? - <u>Colombo Street</u> is one area where congestion and delay is extreme. A reduction in car numbers in the inner city would speed up the buses and make that area friendlier to shoppers and pedestrians. - Roundabout at Burwood Hospital backs up traffic on Mairehau Road for 1km at 5pm. - Marshlands Road has too much traffic going too fast every single day of the week – what happens when Pegasus opens? - Most efficient means of transport in Christchurch is bus, bicycle and scooter so priority to these three should be given. - <u>Northern Arterial / Rapid Transit Corridor</u> - Build the northern arterial. Very real need to revisit the necessity of a northern motorway with FEW intersections / entry & exit points. Suggest Northern Rapid Transit corridor – growth in North Canterbury and commuter traffic to city will continue to grow. - What are <u>Transit NZ's</u> plans? Transit should include bus priority plans for section north of QEII Drive through to the northern boundary of Belfast not just to Belfast. This section of road should be widened by Transit NZ to four lanes each side to allow full time bus lanes and properly grade separated cycle lanes. - After this issue is resolved please look at the lane between Northwood and Johns Road. 	<p><i>Park N Ride Schemes are another project solution outlined in the Metro Strategy 2006-2012 for implementation.</i></p> <p><i>Riccarton Road and Cranford St are listed in the next 7 routes for bus priority measures.</i></p> <p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>Referred to Transit NZ – consultation information available on Main North Road route north of QEII Drive at www.transit.govt.nz</i></p> <p><i>Referred to Transit NZ.</i></p>
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<p>Bus Drivers</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - A big thank you to the drivers, they do a great job. Appreciate when bus drivers wave their thanks – positive reinforcement. Christchurch’s bus drivers do a great job. Drivers are nice. Impressed with service provided – bus drivers friendly, cheerful and helpful. Most bus drivers will acknowledge motorists who let them go first. Bus drivers are so courteous to the older people and people in general. More pleasurable when acknowledged by the bus driver. - A number of bus drivers appear to be ‘angry’ – unsettling for passengers. Rude bus drivers – don’t look where they are going. - <u>Assertively train bus drivers.</u> Assertiveness training of bus drivers. Bus driver education – they are not the only users of the road. Bus driver training. Bus drivers need education about sharing the road with cyclists. Educate bus drivers regarding the needs of cyclists. Educating drivers and bus drivers is the answer. Get bus companies to train their drivers properly. Some drivers are terrible drivers, ramming on the brakes and taking off before the elderly are seated. Why encourage more buses on the road when they have such bad drivers? Believe there are some drivers who are out to near miss cyclists to scare them into taking buses – don’t believe that giving buses priority is going to improve this behaviour. Most drivers should not be behind the wheel of a bus. They are dangerous to drivers of cars, motorcyclists and cyclists. - <u>Bus driver awareness.</u> Bus drivers can be very inconsiderate road users – education of bus drivers and general public to let the bus go first would be more beneficial. Bus drivers will need training on how to be “polite drivers”, as they are already bad drivers. Buses don’t own the roads. Buses should stick to the road code like everyone else has to – current drivers are constantly causing near accidents by their lack of driving ability. - <u>Bus driver frustrations.</u> Enforcement needed. Inadequate length of bus stops. Motorists not stopping at Stop signs. Non observance by motorists of double yellow lines. Please give more power to bus drivers to kick abusive kids or disrespectful people off. Under-passing of buses at intersections. Vehicles parked in bus stops. Traffic behaviours that cause delay and frustration to bus drivers – parking of vehicles in bus stops, bus stops not being long enough, double yellow lines not being observed, traffic turning left from compulsory stops not stopping, under passing of buses at intersections, driving standards around the city in general and lack of enforcement. - Bus drivers need to indicate. Problem of bus drivers not indicating then just pulling out in front of cars. Use lights to advise drivers when operating. - Bus drivers not bothering to park in their current bus stops, leaving the back of the bus sticking out, which creates a traffic hazard, and cannot check traffic coming behind them. - Request bus drivers to lower front door step for all passengers, should be lowered for elderly anyway. - Bus company front line staff needs to be included in consultation. - Sick of getting stuck behind a bus that goes at 35km/hr in a 50km/hr zone. No consideration for other drivers and some do not indicate they are pulling out. Bus driver education needed. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p> <p><i>Copies of the bus priority schemes were posted in the staff areas of each of the bus companies to ensure that bus drivers had the opportunity to provide feedback as part of the consultation process. Bus company representatives were also part of the End User Steering Group.</i></p>
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<p>Bus Exchange</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - <u>Bus transfer exchange information</u> – not sure where bus routes intersect. Inform passengers when there are major delays (e.g. bomb). Please add the Airport Bus to the information board inside the Exchange. - Get rid of Platforms D & E on Colombo St. - Increase security around the Bus Exchange especially at night. Make Bus Exchange safer and add more seating on Platform C. - Mini bus exchanges needed in shopping malls. - Please remove rubbish bins from under timetables. - Sort out or relocate Lichfield St bus terminus first. What is happening with Bus Exchange? - Bus Exchange to Moorhouse Avenue - Currently frequently congested for both cars and buses, and presents an intimidating, smelly and noisy environment for cyclists and pedestrians. Look forward to completion of Bus Exchange and further work on Inner City Revitalisation Plan. 	<p><i>Referred to Environment Canterbury for liaison and action with the Bus Exchange.</i></p>
<p>Bus Lanes</p>	<p>GEN</p>	<p>Timing of Bus Lanes</p> <ul style="list-style-type: none"> - 4pm to 6pm preferred, any longer is excessive. - Implement clearways which restrict on-street parking at specified times to provide bus lanes for use at peak times (e.g. 6.00-9.00am and 3.00-6.00pm). Support option of peak time only priority 7am – 9am and 2pm – 6pm. - Part-time bus lanes should operate from 7am to 9am and 2pm to 6pm. - Suggested 7am-9am and 4pm-6pm are the peak times inbound and outbound. - Prefer to see bus / T2 lane established during peak times only. - Less confusion for motorists with full-time bus lanes. - Need bus lanes at peak times. - Part-time bus lanes times should reflect local conditions rather than be standardised throughout the entire city. - Part-time bus lanes would create confusion for motorists. - Support part-time bus lanes, but unless rigorously enforced, they will be ineffective. <p>Use of Bus Lanes</p> <ul style="list-style-type: none"> - Essential that only buses and emergency vehicles are able to use the bus lanes – if other vehicles allowed in then will defeat purpose of bus lanes. - Use lights to advise drivers when bus lanes are operating. - Use bus lanes in conjunction with bus and cycle traffic lights. - Bus lanes and signals are a brilliant idea. - Motorbikes are allowed to use bus lanes overseas as well no impact on bus time – disagree with taxis being allowed to use them as there is usually still only one passenger in these vehicles. <p>Emergency Services</p> <ul style="list-style-type: none"> - Preferred option for emergency response is for bus lanes – allows drivers to move to left when emergency service vehicles are responding under siren and flashing lights. - Bus lanes preferred by fire service to bus boarders. 	<p><i>It is recommended by the project team that afternoon part-time bus lanes will run from 3-6pm inclusive, except for outside schools which will run from 4-6pm inclusive.</i></p> <p>Land Transport (Road User) Rule 2004</p> <p><i>bus means a passenger service vehicle that has more than 9 seating positions (including the driver's seating position)</i></p> <p><i>bus lane means a lane reserved by a marking or sign installed at the start of the lane and at each point at which the lane resumes after an intersection for the use of—</i></p> <p><i>(a) buses; and</i></p> <p><i>(b) cycles and motorcycles (unless either or both are specifically excluded by the sign)</i></p> <p><i>transit lane means a lane reserved for the use of the following (unless specifically excluded by a sign installed at the start of the lane):</i></p> <p><i>(a) passenger service vehicles;</i></p> <p><i>(b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign;</i></p> <p><i>(c) cycles;</i></p> <p><i>(d) motorcycles</i></p> <p>Land Transport (Road User) Amendment Rule 2005</p> <p><i>This rule, which comes into force on 15 September 2005, amends the Land Transport (Road User) Rule 2004 by—</i></p> <ul style="list-style-type: none"> • <i>including a reference to mopeds in the definitions of bus lane and transit lane, so that mopeds may be used in those lanes;</i> <p><i>Thus Bus lanes may be used by buses, cyclists, motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.</i></p>

<p>Bus Lanes cont...</p>	<p>GEN</p>	<p>Bus Priority</p> <ul style="list-style-type: none"> - Supports bus priority initiatives, and aim to provide a sustainable public transport network, which has a high degree of frequency, accessibility and reliability. Buses definitely need priority. Support any steps taken to make public transport more reliable and user friendly. Widespread community awareness and support for the need to implement a sophisticated public transport system. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. Any improvement to give buses greater priority and reduce congestion can only be a good thing. Introducing bus priority measures should be seen as an important first step in making public transport services in Christchurch more desirable and convenient for current and future users. - Supports the establishment of the three bus priority routes and endorses principles behind them, namely: making bus travel more attractive, efficient and more reliable; encouraging people to leave their cars at home; protecting buses from the effects of growing traffic congestion; improving the environment, health and social welfare; working towards an accessible and sustainable transport system. Support development of bus priority routes, which will benefit pedestrians through encouraging other modes of transportation. Full-time bus lanes will encourage a change in thinking of the motoring public. Important step towards integrating transport options in Christchurch. Proposed bus lanes should be made into traffic lanes as this would allow the flow of traffic to be faster – would reduce traffic and allow buses faster travel time. To address congestion and delays, absolute priority should be given to public transport, cyclists and to movement of other traffic over car parking on this route. Will plan ease grid lock in morning and afternoon? - Anything discouraging one person car travel and encouraging public transport use is to be applauded. - Appreciate efforts to solve traffic congestion issues. - Improve city planning and design so people can live locally without the need to travel long distances to access community facilities and shops. Need a solution for the whole city, not just pressure points. Need one city-wide bus priority system. Supportive of measures designed to improve and encourage the use of public transport within greater Christchurch. - In which countries has this been successful? Look at best practices in other cities – for example, closure of certain streets to parking between peak hours to have room for bus lanes. - Recommend CCC develops relationships with Environment Canterbury and Central Government to ensure appropriate funding for roading and public transport, with particular emphasis on public transport. - Time to get on with it. Too long spent talking about bus priority measures – get on with it! Stop doing minimum necessary and build for the future before we turn into Auckland. - For bus lanes to work in the city effectively and to be justified the number of passengers needs to increase radically. - Support lanes that give priority to buses enabling them to maintain timetables. Bus lanes would cut down on time. Bus lanes will be an important part of encouraging more use of buses by speeding up their travel times. Implementation of bus lanes primarily addresses travel in the inner suburbs (to about 4km) – will speed journeys to / from the outer suburbs but will still involve start-stop journeys and potential for buses banking up behind each other in peak hours. Would take more traffic through main thoroughfare, but at same time allow buses and taxis to get to their destinations on time. Ensure that the buses arrive at their destination on time. Faster travel times for buses will benefit many more people than faster travel times for single occupancy cars – much more sustainable form of transport. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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<p>Bus Lanes cont...</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Think about real urban transport system for public transport – get it off the roads. Will make car drivers angry and more resentful towards buses. Cars will just drive in bus lanes to get past traffic so it won't work and we'll have chaos. Bus drivers will end up with cars in "bus only" lanes. Community does not want this. Buses are not for everyone – there are pros and cons for each form of transport. - Proposals are brilliant, warranted, have merit and will be very worthwhile. Will be no parking fuss and will be direct to Colombo St and shops / doctor. - Strongly agree with these changes – understand the economic and environmental savings that would stem from these. Inevitable solution to a growing problem. Great idea – very good for the environment. - Will have a major effect on our business and businesses around us – will create a negative impact on our businesses. - Bus priority a good idea but trying to fit too much into one street. Excellent idea if road is wide enough. - Buses need priority otherwise there would be too many people on the road. - Bus priority is well overdue. Bus priority measures are badly needed. Please install bus priority lanes as soon as possible. - Many ways in which Metro services can be improved, many of which outlined in Metro Strategy 2006-2012. - Support moves to enhance the bus system. - Objective should be to improve traffic flow. - Bus should be used more often by the public. - Initiatives to increase the use of public transport and 'environmental friendly' personal transport are a requirement for today's society for many strong ethical and environmental reasons. - I always let the bus go first when they pull out into the flow of cars. Most of the traffic on the road let buses in. - Driving cars is much more of a convenience than taking the bus. For passenger transport system to be effective must be able to get to destination more quickly by bus than by car, otherwise why go by bus? - Signage for bus lanes – what will it look like? - Ideas of creating specific lanes and taking cars off parking on Papanui Road are good – but difficult to police. Support bus lane and improved service along Papanui Road. - Bus lanes are a necessity to improve the air standard of Christchurch to reduce congestion. Multiple positive impacts including reduced travel time, cost economy to scale, reduce pollution, increase bus patronage, increase bus timetable, less cars on the road. - Bus priority measures on Hills Road separate buses and cyclists well and this solution should do the same. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
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<p>Bus Lanes cont...</p>	<p>GEN</p>	<p>Bus Lane Design</p> <ul style="list-style-type: none"> - A bus / cycle lane is the optimum solution, but the bus boarder is a good compromise – like the fact that boarders keep cars behind the bus intentionally. Better solution is combined bus and cycle lanes. Bus / cycle lanes good. Concerns over cyclists using the bus lanes. Concerns re shared bus / cycle lane – how does cyclist pass the bus, buses should exhaust fumes up high. Cycle lanes should be clearly marked within bus lanes. Minimum 4.2m width to preserve a reasonable corridor for cyclists. Consider shared cycle / bus lane dubious in terms of safety. Shared bus / cycle lanes – is there likely to be better maintenance in terms of removing broken glass particularly after the weekends? Support incorporation of cycle lanes on bus priority routes. Minimum width of 4.2m should be used for safe cyclist / bus use of bus priority lanes. Careful consideration needed of space for cyclists. Support all bus lanes and bike lanes around the City. Combined bus / cycle lanes should be as wide as possible. Consider 4.2m too narrow for shared bus / cycle lane, suggest 5m. Ensure bus lanes are a minimum of 4.2m wide (prefer 4.5m) to safely accommodate cyclists. Where insufficient space for 4.2m wide lanes, ensure 3.2m wide lanes and implement a 30kph speed limit. Danger of sharing a dedicated bus lane as a cyclist. - Bus (or other vehicle) lanes should not directly adjoin kerb line and footpath – destroy the pedestrian environment. - Dedicated bus lanes the way to go – ban street parking on access routes and allow buses and cycles free unimpeded flow into the city. Put bus lanes on wide streets and eliminate car parking, remove all stupid berms and make main arterial roads more user friendly for everyone, cars, trucks, buses and cyclists. Permanent bus lanes easier for people to learn and adapt to. Permanent or part-time bus lanes the best idea. Scope available for some bus only lanes. Bus lanes should be permanent as far as possible. Bus lanes will have opposite effect to bus boarders on motorists. - Disrupting legitimate road users is not the way to encourage modal shift to buses. Have bus lanes by all means but don't cause all traffic to stop when a bus stops. Trial bus lanes – use something that increases traffic flow rather than slow it down. Advantage of bus lanes – stopped buses don't hold up traffic, bus journey time reduced and more reliable (even when traffic is heavy or congested). - Implement peak-time clearways for bus priority – e.g. bus lanes, clearways. Introduce clearways along main travel routes. Introduction of clearways at peak times allowing bus priority lanes a more suitable option for single carriageway roads. Only solution is clearways at appropriate busy times. Agree with clearway style where cars can park in bus lanes after rush hours. For peak traffic flows main arterial roads should be clearways. - If not enough room for permanent bus lanes, use part-time bus lanes and have parking available. Not enough room for bus lanes in available road space. - Set up proper bus lanes. Proposed lanes look positive. Bus lanes work well. Buses should have their own lane. - Create freeways. Bus lanes alone are not enough. Bus lanes on appropriate roads. - Support bus lanes being coloured darker green (as used for existing bus lanes on Colombo St), and support the permanent marking of all cycle lanes on permanent bus lane routes. - Would like to see more bus lanes at intersections. - Buses need their own lanes with a low wall on both sides. 	<p><i>Bus lanes will be a minimum of 4.2m wide to accommodate both buses and cyclists, or during off peak times, parked cars and cyclists.</i></p> <p><i>Only over a short section, will a minimum width of 3m be used.</i></p> <p><i>Bus lane markings will be green regardless of whether they are permanent or part-time bus lanes.</i></p>
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<p>Bus Lanes</p>	<p>COL</p>	<ul style="list-style-type: none"> - Colombo St as a whole would clearly benefit from provision of bus priority measures. Support proposed bus lanes and parking restrictions but bus lanes should be extended to cover the length of Colombo St (permanent and part-time bus lanes). - Advantages include wider lanes, feel safer for bikes and buses to share; when buses using lanes there will be no parked vehicles on inside of lane, when cars parked in off-peak there will be sufficient width for cyclists to ride outside them, inclusion of parking tic markings to keep vehicles close to kerb is welcome, good to anticipate possible future congestion with both north and south bound lanes, part-time lanes require no permanent loss of parking. - Increase length of bus lane in Sydenham. - Recommend reducing bus lane operation to hours of 4pm to 6pm between Carlyle St and Brougham St. - Issues with Option A on safety grounds, and Option B on efficiency grounds. - Moorhouse Avenue to Milton St – support 4.2m wide part-time bus/cycle lanes, north and south bound. - Milton St to Cashmere Road – apart from Beckenham shops area generally supports proposals. Why is there no bus priority at the Beckenham shops area? This is the busiest section of Colombo Street. Consider part-time bus lanes and wider cycle lanes in both directions. - Cashmere Road to PMH – support proposed layout, assuming part-time bus lane is 4.2m wide to allow for safe cycling during off-peak hours, when cars are parked there. Lengthen bus lane on Cashmere Road. 	<p><i>Refer Option C design for Sydenham area.</i></p> <p><i>Viability to lengthen Sydenham bus lane – refer Option C design for Sydenham area.</i></p> <p><i>Viability to lengthen Cashmere Road bus lane – there is not enough road space available to lengthen the Cashmere Road bus lane.</i></p>
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<p>Bus Services / Re-routing</p>	<p>GEN ECAN</p>	<p>Frequency / Reliability</p> <ul style="list-style-type: none"> - Add more frequent buses at night and on the weekends. - Christchurch already has an efficient public transport system. - Christchurch's buses now clean, safe and attractive and services have been designed to meet the ideals of high frequency, low cost and convenience of use, however, not yet overcome the widespread preference for car use that persists. - Facilitate better interchange of routes and better connecting times. - Focus on expansion of the bus service, as expansion of the existing road network is excessively expensive and time consuming. - If buses over-crowded, continually late or too slow then would revert back to my vehicle. - Increase number of express bus services. - More frequent and reliable public transport needed. - Bus service in ChCh is so accessible and reliable. - Casual stopping to drop off passengers randomly is quite unsafe. - Perception is that buses are not very full during this time (2-6pm), so why give priority to bus passengers over the pop-in customers. - If there were fewer delays I would consider taking the bus. - Faster travel times for buses will benefit many more people than faster travel times for single-occupancy cars – much more sustainable form of transport. - Adjust bus timetables to realistically allow time it takes to cover the route. - Would use the bus far more if it was quicker and more reliable time wise. - Bus services need a lot of work still – time delays – buses running late or breaking down – snotty drivers plus some good ones as well – have more services late at night after 10-11pm. <p>Timing</p> <ul style="list-style-type: none"> - Difficult to predict bus arrival times. - 7:30 – 8:30am there are no buses (Hills Road) – don't arrive on time or don't arrive at all. - Review of bus scheduling a better idea. - Need to maintain consistent departure and arrival times. - Timetables for buses should be changed to allow the bus to travel through heavy traffic. Realistic bus timetable times needed – some transit times unrealistic. - Help to keep buses on time – travel on the Orbiter 5 days a week & at least 3 or 4 times a week the buses are running 25-40 mins late then come 2 or 3 at a time – costs me another 2 hour full fare. - More people might use the bus is not so much time wasted. Carrying the highest number of passengers should have higher priority than bus transit times. - Spread of bus timetable is to be recommended during rush hour. Bus timetables may need to be looked at in peak times. Take the rush hour into account when setting timetables. - No estimates of improvement in bus times when using proposed corridors or consequent increase in passengers. - Measures look good and will help drivers keep to timetables. Keeping to times will also help commuters to know arrival times etc. - School kids are one of the reasons the bus is late. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Services / Re-routing cont...</p>	<p>GEN ECAN</p>	<p>Bus Routes</p> <ul style="list-style-type: none"> - Get buses off main routes. - Re-route buses off the main route. - Make routes more direct (e.g. Route 15 shouldn't go down Rugby St and Winchester St etc). - Detour #35 bus for Heathcote to take in more users. - Re-route bus #66 which gets held up at the roundabout. - Re-route bus off Colombo Street (e.g. down Sandyford Street and back in at Brougham Street). - Orton Bradley Park is totally inaccessible by public transport. - Love the inner city shuttle. Investigate the potential for extension of the free shuttle route through the Sydenham business area. - MetroStar should stop at Merivale Mall. - Northern Star should stop at Northlands Mall, Merivale Mall and then into town. - Northern Star should go no further than Northlands at off peak periods. - Bus services to the city from our area (Papanui) are totally inadequate – work in Sydenham. - Shuttle bus is a waste of time – use alternative buses on this route – link a free service with the paid services. - Papanui bus route is superb with frequency of the buses and courteous drivers. - Request for bus route along Prestons Road to Papanui Road. - Compliment bus network planners on how well they have designed the bus routes to cover the city. - Request by Burwood residents for introduction of more express buses on that route into town. - More marketing and frequent night buses should be added to target the ever growing population in the QPK area with young kids. - Services on the Orbiter and MetroStar need to have an earlier start time to enable users to get to work on time. - A bus going from North Shore area to Riccarton and University of Canterbury is needed – similar to MetroStar. - Increase the number and frequency of routes, expanding these to a greater distribution and range of the Christchurch region. Buses do not go to enough places on a regular enough basis to make their use cost effective or convenient. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Services / Re-routing cont...</p>	<p>GEN ECAN</p>	<p>Marketing</p> <ul style="list-style-type: none"> - Advertise environmentally friendly buses – environmental measures popular these days. - Great ads on TV to take the bus. - Buses could potentially bring more patrons to shops than a couple of car parks outside. - Has any survey been done of road users and their reasons for travel to ascertain numbers likely to switch to buses? <p>Bus Design / Environment</p> <ul style="list-style-type: none"> - Bus design does not cater for wheelchair users – corridor not wide enough, seatbelt doesn't go around people in wheelchairs properly, and no grips on floor. - Buses clean. - Fewer buses would mean less pollution. - Keep bus service safe and clean. - Public transport system needs to be brought up to a uniform standard. - Use smaller buses off peak and on routes with fewer passengers. Reduce size of buses – smaller shuttles would be more efficient along busy corridors. Use of smaller buses during off peak times. - Need accessible buses. - Improving quality of buses in Christchurch will attract more users. - Environment needs to be changed on the bus to more positive. - Put bus exhausts up high so not getting pollutants in your face. - Why ride a bus that has no seat belts? - Look forward to facilities to take dogs (well loved) and bikes onto buses. - To be able to take a bike on buses (bike rack) would be great. Great if the bus service could carry cycles as it apparently used to do in the old days. <p>Cost / Ticketing</p> <ul style="list-style-type: none"> - Bus is no cheaper than using a vespa. - Request Environment Canterbury considers extending free transfer period. - Request Environment Canterbury to reinstate 4 hour travel tickets. - Better ticketing systems to decrease stopping times of buses. - Bus users should use Metrocard to decrease bus stopping time in traffic. - Quail Island trips are prohibitive for families. - Vicious to charge full fares for IHC clients and handicapped. - Promote cheap bus fares during peak hours. - Measures to get passengers on and off buses more speedily should also be evaluated. A publicised policy of bus travel by either Metrocard, or correct cash, or 'no change given' for cash would ensure least delay in loading passengers. Metrocard top up machines in shopping malls. - Public transport needs to be cheap and go where people want to use it. - Until public transport is free, accessible and convenient, it will never be an option. - How to encourage Mall employees onto public transport. Provide an incentive to business owners to reduce vehicle use by their staff. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p>
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<p>Bus Signage</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - "Please let the bus go first" signs on rear of the bus fleet not expensive and would encourage integration of buses into traffic on all routes at all times. In favour of the sign on the back of each bus indicating "The bus goes first" or similar. Less costly alternative is the use of signs on the back of the bus, encouraging motorists to allow the bus to go first. A simple education exercise and a positive way to encourage people to respond to acceptable driver behaviours. Place signage on the rear of buses – educational 'courtesy' campaign. Put a sign on the back of all buses "please give way". Suggestion of increased signage on back of buses - Reinstate the sign on the back of the bus "Please let the bus go first", and link to right indicators. Buses need bigger indicators or a sign that lights up. Flashing sign on the back of the bus. - Suggest a roadside sign on the approach to each bus stop with mandatory requirement that vehicles following are to give way to the bus exiting the stopping bay. 	<p><i>Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.</i></p> <p><i>The bus companies have been supplied with signs for the rear of the buses by Environment Canterbury and are in the process of putting them on the back of the buses. Signs are not linked to the indicators. Roadside signage has not been included with this project due to concerns with visual pollution.</i></p>
<p>Bus Stops</p>	<p>GEN</p>	<p>Bus Shelters</p> <ul style="list-style-type: none"> - All bus stops must have a bus shelter. - Bus shelter route numbering and bus shelter naming. - Thorrington St – please add shelter with seat when the bus stop is moved. - Bus shelters should be provided at Riccarton Mall, The Palms and Spreydon. - Bus shelters are a crucial factor amongst regular bus users and their provision is a major factor in encouraging bus use. <p>Bus Stop Rationalisation</p> <ul style="list-style-type: none"> - Bus stop rationalisation does not encourage bus use. - Bus stop rationalisation for Aranui – No. 51 bus service currently being assessed – should cater for Breezes Road south residents and better service for Bexley residents. - Removal of bus stops has a negative effect on passenger numbers. - Leave bus stops as they are. - Should be more bus stops. - Rationalisation of bus stops okay but oppose removal of bus stops. Prefer to see location determined by maximum walking distance from homes in adjacent streets rather than by a maximum spacing specification. Bus stops must be located to serve the greatest number of people in adjacent streets and be within convenient walking distance. - Relocating bus stops too close to an intersection where the bus is then required to turn from the centre of the road causes the bus to cut across traffic – difficult or dangerous at peak times. <p>Accessibility</p> <ul style="list-style-type: none"> - Bus stops must be accessible and convenient. Bus stops are placed at accessible and convenient places for patrons. - Make bus stops more approachable, e.g. overgrown with weeds and surrounded in glass – unsafe for young children. - Place bus stops at accessible and convenient places for patrons. <p>Bus Stop Advertising</p> <p>Query regarding the appropriateness of Adshel advertising (i.e. Lotto), which has an inconsistent message to the Bus Priority project. Adshel advertising by Lotto saying words like "Never have to sit / wait here again" – highly inappropriate, negative messages.</p>	<p><i>The Council has a programme for implementation of bus shelters, which falls outside the scope of this project, although the information received in submissions will be forwarded to the relevant Council team.</i></p> <p><i>A bus shelter is not proposed with the Thorrington St bus stop on Colombo St; however, the Adshel programme for installation of bus shelters will be checked to see if this is on the programme and if so, when?</i></p> <p><i>The Council does not have control over the content of adshel advertising. The adshels are operated by the Adshel company. The complaint process is no different to any other advertising complaint - it needs to be directed to the advertising standards authority or directly to the medium affected (in this case Adshel).</i></p>

<p>Bus Stops cont...</p>	<p>GEN</p>	<p>Bus Stop Design / Environment</p> <ul style="list-style-type: none"> - Changes to the design of bus stops that reduce interruption to traffic flow. - Dangerous placement of front edge of bus stops (e.g. drainage sump in line with immediate front edge of bus stop markings). - Footpath design and bus shelter tar seal area – inconsistent in size, badly maintained and pedestrians that are not using the public transport system have difficulty getting through. - Get timing systems at most stops. - Improve the pedestrian facilities at all bus stops. - Make bus stops smoke free. - Make them long enough so buses don't sit out on an angle. - Place timetables at bus stops so passengers can read it while facing the oncoming bus. - Placement of entire bus network on maps in bus shelters. - Reductions in the number of collisions with parked cars, bus stop signage and bus shelters are largely associated with the redesign of bus stops to avoid these kinds of incidents. - Bus stops should cater for up to 4 buses at a time. - Numbering the bus stops would be very helpful to tourists. 	<p><i>The design of bus stops is outside the scope of this project; however, the information received in submissions will be forwarded to the relevant Council team. Bus stops need to be a minimum of 18m long to avoid buses having to park on an angle.</i></p>
<p>Bus Stop Location</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Query position of three bus stops – Grimseys Road/ Prestons Road intersection, Prestons Road opposite Clipper Place, Prestons Road opposite Chipping Lane. - New Brighton – Put bus stops where people are to make them safer (i.e. near Woolworths). - St Asaph St – Place bus stop before St Asaph / Manchester intersection rather than after it. 	<p><i>This has already been responded to directly by Lindsay Eagle. To be forwarded to the Project Team for New Brighton route. To be forwarded to the Project Team for the Inner City routes.</i></p>
<p>Bus Stop Location</p>	<p>COL</p>	<ul style="list-style-type: none"> - Suggest shifting the bus stop north near the Dyers Pass Road roundabout. - Very concerned about the placement of a bus stop outside the Beckenham Service Centre – visibility issues for both pedestrians and vehicles. Hazardous to get in and out of Service Centre. - Thorrington School bus stop (refer below). 	<p><i>Is it viable to shift the bus stop north near the Dyers Pass roundabout? This is not considered appropriate as this bus stop has high usage and there is an existing bus shelter attached to the stop.</i></p> <p><i>Is it safe to place the bus stop outside the Beckenham Service Centre? The location of the bus stop outside the Beckenham Service Centre will be across the existing entrance to Hunter Tce. Hunter Tce has been legally closed. In addition, the access to the service centre will be priority controlled.</i></p>

<p>Congestion</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Christchurch people continue to use their cars in preference to other modes – need to address imbalance and bus priority is the key to a more reliable network and will result in faster journey times for buses along the main corridors. Shift will have both an environmental and economic benefit. - Discourage private vehicles in four avenues. - Emergency services sometimes get stuck at intersections due to congestion and traffic lights. - More lights will increase congestion (i.e. introduction of signalised crossing points). - More work needed to get more people using public transport. - Reduction in congestion beneficial to commercial transport of all modes (goods and people). Equal consideration should be given to goods services as is given to passenger services. - Roads are narrow so likely to increase congestion – a recipe for more accidents. - Support efforts to control traffic growth – creates problems of noise, pollution and in inner city areas particularly lots of commuter parking. - Support for Council's proposals but more than this will be required if we are stem the increase in private car use in Greater Christchurch. Car ownership higher in Christchurch than in most cities in the world & Christchurch's geographical location makes it especially susceptible to pollution from both carbon monoxides and particulates. - Support initiatives outlined and recognise that reduction in congestion will have benefits for freight movements. - Support measures to reduce congestion and recognise that moving people out of cars and onto public transport means fewer cars on the road and reduces the growth in congestion. - Support principles of bus priority measures that reduce congestion and recognise the beneficial effects this has on passenger transport and freight transport. - These measures must happen or traffic and the environment gets worse. - To discourage unnecessary use of motor vehicles within Christchurch, suggestions include increasing on-street car parking charges and restrictions – need economic disincentive to the use of private cars in the city. Off-street parking charges and restrictions, e.g. those who work in retail businesses should be encouraged to use public transport. Street closures and/or congestion pricing. Too many cars on Christchurch's roads with more and more each year. 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p>
<p>Congestion</p>	<p>COL</p>	<ul style="list-style-type: none"> - Anything that will help get the bus down Colombo St without the terrible traffic hold up between 5pm and 6pm. - Congestion at both ends of the route. - Difficult to access Colombo Street from Waverley Street (near Sydenham Central). - Moorhouse to Brougham – a lot of movement friction and conflict among buses, passenger vehicles, parked vehicles and cyclists. - Need to reduce congestion on Colombo St by not having buses travel down it. - Encourage traffic off Colombo Street. - Section of Colombo St between Moorhouse Avenue and Bealey Avenue should be either subject to congestion pricing or closed to private vehicles. - Turning out of Princess Margaret Hospital causes a major delay – allow buses to cross Cashmere Road. 	<p><i>Refer revised plan for Sydenham area – Option C.</i></p> <p><i>Sydenham Square development will change the use of the Waverley Street access to and from Colombo Street.</i></p> <p><i>Is there anything proposed to assist vehicles turning out of PMH? This is an issue for future investigation, and option development. A site investigation should clarify the morning peak, and issues associated with congestion.</i></p>

<p>Cost</p>	<p>GEN</p>	<p>Cost of BB trial / project</p> <ul style="list-style-type: none"> - Concern raised about the cost of the bus boarder measure. - Cost of bus boarder measure - How much has been spent on this evaluation and trial exercise? - What is the actual cost of the trial? - What is the cost of the project? <p>Cost of Brochure</p> <ul style="list-style-type: none"> - How much money has the Council spent on this brochure? What is the cost of the consultation brochure? How much did the booklet cost to produce and print? <p>Cost of PT to Public</p> <ul style="list-style-type: none"> - Beneficial to 20-30 commuters on the bus, but inconvenient for 50+ cars behind the bus. - Cheaper to drive than take the bus. - Personal inconvenience to those who pay for the roads. - Waste of money. No need for this change. - Waste of time and money. - Why spend \$ on a small % of the population using public transport? - Concept appears good, but would like to see cost / benefit analysis and estimates of life expectancy for the proposed changes. - Cost / benefit – long term benefits. - Has an overall cost/benefit analysis been done? - Concern about cost of installing lights etc? <p>Cost of PT to Businesses</p> <ul style="list-style-type: none"> - Compensation from Council for loss of business due to loss of parking. Strip shopping difficult to maintain without parking. Negative impact on business productivity. - Freight deliveries face similar imperatives as public transport including minimising cost and meeting on time schedules. Freight industry faces increasing costs from congestion due to slower delivery times, reductions in 'windows' for delivery and pick up. - Buses could potentially bring many more patrons to shops than a couple of car parks outside. <p>Funding & Cycle Lanes</p> <ul style="list-style-type: none"> - Clarify whether or not funding is dependent upon the inclusion of cycle lanes on Papanui Road. 	<p><i>Actual cost as at 1 Nov 2007 for the bus boarder trial was \$111,413, including consultation, marketing, design and construction etc.</i></p> <p><i>The consultation brochure cost approximately 96c per brochure, although the cost with each of the route specific brochures varies, as would be expected with the different sizes.</i></p> <p><i>Cost / benefit analysis is undertaken as part of the project to obtain funding from LTNZ.</i></p> <p><i>Council is required to incorporate cycle facilities on all roads where there are greater than 3000 vehicles per day.</i></p>
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Cyclists	GEN	<ul style="list-style-type: none"> - Concerns about merging car/bus/cycle traffic at some intersections. - Cyclist experience with buses is dodgy. Several occasions where nearly knocked off bicycle by buses. - Area too narrow to cater for cycle lane. Give cyclists appropriate space even though road corridor only has a limited width. Provide adequate cycle facilities along the route. Wider lane safer for cyclists. Not enough room for cycle lane. - Greater focus needed on integrating the cyclists and buses – intangible health benefits of cycling and reducing pollution and carbon emissions. Consider cyclists needs – cyclists reduce congestion, pollution and keep the population fit and healthy. - Prefer separate lanes for cyclists. - Provision of cycle lanes and pedestrian facilities near bus stops can reduce the incidence of crashes at bus stops. - Support proposals because they will make public transport more attractive but also include cycle lanes of reasonable width. - What will happen to existing cycle lanes or cyclists where bus lanes implemented? - Will cyclists be able to navigate safely around the buses? - Would like to see a policy of bikes before buses before cars. Would like to see cyclists prioritised with the proposed shared lane bus priority system being proposed. - Cycle lanes should be placed on the inside of parked cars, if necessary by utilising part of the footpath. - Cyclists faced with driver inattention and disregard for others. - Cyclists should not be encouraged on main vehicle road – exclude cycle lanes. - Give cyclists their own lane with underpasses at intersections. - Keep cyclists separate from general traffic including buses. - Make safer cycle ways – bus lanes will make it worse for cyclists. Adverse effect on cyclists. - Pleased that cycle lanes and provisions for cycling generally have been incorporated into the bus priority project. - Safety gains for pedestrians when cycle lanes installed on arterial roads are even greater than the safety gains for cyclists. - Upgrade cycle lanes – a white painted line is not enough. - Where do cyclists go? 	<p><i>To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p><i>The cyclists use the 4.2m wide bus lanes with buses between 3pm and 6pm northbound. Outside these hours when vehicles park in the bus lane cyclists ride on the outside of the parked cars, giving them a lot more space than they currently have with cycle lanes.</i></p> <p><i>Bus lanes will achieve all this, plus similar benefits for bus users, too.</i></p> <p><i>Buses and cyclists using the same area is a tried and tested method that works well and gives the best use of road width.</i></p> <p><i>Pedestrians have right of way on the footpath and cyclists have right of way on the road.</i></p>
Cyclists	COL	<ul style="list-style-type: none"> - Traffic parking along Colombo Street is dangerous for cyclists. - Cycling along Colombo Street dangerous and congested – buses and parked cars are a major safety risk to cyclists. 	<p><i>Refer revised plan for Sydenham area – Option C.</i></p> <p><i>Cycle lanes are provided along the bus priority route. Council is required to provide cycle facilities along routes with more than 3,000 vpd. Combined bus / cycle lanes are 4.2m wide in accordance with Austroads standards.</i></p>
Education	GEN	<ul style="list-style-type: none"> - CCC website – good job of explaining who, what, why etc. - CCC will need to have very good publicity campaign to raise awareness. Education campaign crucial. Need extended education campaign. Public education needed. - Main deterrent to bus use is convenience. - People should be encouraged to take the bus as well as walk or cycle for physical and mental wellbeing. - Extended education campaign needed. - Try promoting simple courtesy “let the bus go first”. - A campaign for all vehicle drivers advising them to let the bus go first is a far cheaper way. Continuing campaign to educate drivers to give way to buses. 	<p><i>Education campaign to be implemented for implementation of bus priority measures.</i></p>

<p>Enforcement</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Bus lanes need to be enforced by tow truck companies. Compliance of part-time bus lanes is easy – tow truck and sudden removal. Concern that allowing bus lanes to be used as parking off peak will reduce the impact of their introduction with motorists not removing their vehicles before the recommencement of the peak periods – must ensure offending vehicles are removed quickly if necessary to reinforce the message that the bus comes first. How will you enforce these bus only lanes? What plans will be put in place to ensure that the bus lanes remain clear? Unless policing is rapid and decisive, and penalties severe, then will be a waste of money. Enforcement is very important to make it work. - Bus priority lanes need enforcement – traffic enforcement is key. Bus priority measures will only work if they are policed. Compliance depends on enforcement. Monitoring and enforcement required for part time bus lanes, especially in retail areas. Police existing bus lanes out of the Square. Policing the lanes. Need for enforcement and education for all road users. Measures must be policed. - Cars with one driver during the morning rush must buy a docket similar to a registration docket (charge \$10, and then decrease charge for more people in car). \$1000 fine for anyone caught without docket and less than three people in the car. Effective patrol and financial disincentive required. - Illegal parking on bus stops an enforcement issue. Get tow trucks in to deal with illegal parking on bus stops. - Enforce illegal car parking along Papanui Road at peak times. Stronger parking enforcement required (i.e. P30 existing is being abused). - Implement fines to those who don't give way to the bus. - Would like to know level of enforcement being considered, as even tow away zones didn't deter parking in previous attempts at bus priority lanes in Christchurch. - Cars parked in bus lanes when the lane is in use get towed. - Who will police timed bus lanes? Create morning and afternoon clearways on all major routes – get public acceptance – tow away recalcitrants. Who will police this on a daily basis? - Concerned about no parking enforcement. - How is this going to be enforced for motorists that park or use the lanes? - Measures must be policed. 	<p><i>Enforcement campaign and resources currently being developed. Project will fail if enforcement not in place for implementation of bus priority measures.</i></p>
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<p>Law Change</p>	<p>GEN</p>	<ul style="list-style-type: none"> - Alter the law to give buses immediate right of way. Cars must give way to a bus signalling to pull out into traffic – simplest, cheapest, most effective way to give buses priority is for the CCC to pass a by-law requiring that moving non-bus traffic gives way within 5 seconds (maximum) to any bus that has indicated its intention to pull out into the stream of traffic. Change in local by-laws that require traffic to give way to buses that are indicating to pull out of a bus stop. Change the law to allow buses to go first. Change the law to give buses right of way when pulling out of a bus stop. Consider local by-law which gives buses the right of way to pull out. Enable bus to move back into road by law – happens voluntarily most of the time anyway. Make it a legal requirement to give way to buses pulling out and have Police actively enforce the measure for a period of time. Make it an offence not to give way to the bus. Make it law for the bus to have right of way when returning back into the traffic. Make it mandatory to give way to buses. Mandate drivers to let buses back into the traffic. Pass a by-law making it compulsory to let buses out in main traffic. Pass a by-law that all traffic MUST give way to buses anywhere that are indicating they are pulling out from the kerb – sufficient advertising in media and billboards needed. Support changes to legislation that would require other road users to give way to buses pulling out of roadside bus stops. Give buses the right of way when pulling out from bus stops. Just implement “Let the bus go first” by-law if necessary. Pass a law making it mandatory for following vehicles to give way to buses exiting bus stop bays. Recommend publicity and a by-law forcing other vehicles to give way to buses pulling out from the kerb. Suggestion of by-law a better alternative than bus boarders, although difficult to enforce. Law change giving buses the right of way when emerging from a bus stop would achieve far more. - Support by-law requiring drivers to give priority to buses pulling out from a bus stop. Concept of other road users giving way to the bus is supported as in other major cities. Introduce a law to make it compulsory to avoid whole BP process which is going to have an adverse effect not only on other road users, but also property owners and residents along the route. - As part of any by-law, offending should be fined heavily. Give a by-law a 6-month lead in with plenty of advertising, suggesting people start practising this behaviour and then police it heavily initially. Make it law to give way to the bus and fine motorists who don't comply. Rigid enforcement needed to stop illegally parked cars blocking the bus lane. - Bus needs right of way to get people to destination. - Buses must indicate when they are actually ready to move, not before or after. - Explore the idea of allowing buses to have priority at roundabouts through a by-law or by whatever legal means are possible. - If a bus indicates the motorist must allow it into the traffic flow. If cars let buses go first it would be easier. Encourage people to let the bus go first when pulling out. Vehicles should give way to indicating bus to rejoin the traffic flow. - Stop sign on buses (similar to American school bus system) to indicate to all other road users that they have to stop and give way to the bus while it returns to the traffic flow. Enforcement crucial with fines. - Preferable to have national legislation to a local by-law. Pursue a law change with government – a cost effective, low impact solution. Why does it take 2 years to get a law passed so traffic would have to give way to buses? Simple road law change a more logical and safe way of handling the whole issue. Road rules changed nationally to require motorists to give way to buses re-entering the traffic stream. - Give positive encouragement for other traffic to allow buses out more rapidly. 	<p><i>To be forwarded to the Legal Services Team, CCC for consideration.</i></p>
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Loading Zones	GEN	<ul style="list-style-type: none"> - Concern re loss of loading bays outside businesses. Need loading zones to remain. - Move loading zones into side streets (e.g. Walton Street). Alternative provision should be made for service deliveries and new developments should be required to provide off-street access. - Narrow width of loading zone between Sandyford and Battersea Streets – difficult for trucks with bodies to park within because of danger of striking verandas – trucks may encroach on bus lanes. 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for loading zones.</i></p>
Parking	GEN	<ul style="list-style-type: none"> - Bus lanes during peak hours needed, and no parking on either side of roadway. - Car parking contributes to congestion on arterial routes by taking up road space and slowing traffic during parking manoeuvres. Encourage Council to facilitate convenient parking off the main carriageway. - Loss of parking means more patrons on buses. Better visibility for pedestrians through restricted parking. - Loss of street front parking will be devastating to businesses. - Make unrestricted parking restricted. - Need short-term and convenient parking. - On all main routes (e.g. Papanui) – NO parking on the edges of the road – all parking should be off-street or in parking bays. Why don't you just stop cars from parking on main route roads and create part time bus lanes. There are plenty of side streets for cars to park in. - Prime purpose of arterial roads is for transporting people and any resulting parking space is a luxury. - Reducing car parking on bus routes to provide for bus priority is an improvement in the utilisation of road space. - Remove all first-hour free parking from inner city. - Remove all on-street parking and replace with cycle lanes. - Remove parking to discourage car use or close certain streets to private vehicles. - Stop all day parking. - Support the removal of parking – on street parking on arterial roads is "old fashioned". - Where is alternative parking? 	<p><i>Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for parking strategies.</i></p>
Parking	COL	<p>Beckenham</p> <ul style="list-style-type: none"> - Beckenham needs longer term off-street parking. - Parking availability in Beckenham shops area. <p>Sydenham</p> <ul style="list-style-type: none"> - Car parking issue already with unrestricted parking in the area. - Cars parking on Colombo Street in the Sydenham area frequently stop traffic along the street. - Check the viability of parking changes in Sydenham before implementing. - Need two P5 parks outside the drycleaners at 239 Colombo Street (between Beaumont & Angus Streets). - Negative effect on Sydenham businesses – already struggling with parking right outside shops. - No parking between 4-6pm so buses can go straight through along Colombo St. - Remove unrestricted parking on side streets, such as Carlyle Street, and make it P30. - Suggest time limit restricted parking (e.g. P30), and include loading zones. - Waverley Street to become one-way with development of Sydenham Central on corner of Colombo / Brougham? 	<p><i>No changes proposed at Beckenham.</i></p> <p><i>No available space for parking – support owners providing own off-street parking.</i></p> <p><i>Refer revised scheme design for Sydenham area for parking strategy.</i></p> <p><i>Is it viable to put in 2 P5 car parks outside 239 Colombo St? This is to be referred to Network Operations for investigation.</i></p>

<p>Payment System</p>	<p>GEN ECAN</p>	<ul style="list-style-type: none"> - Cheaper buses for people over 60 – should be half price. Over 65s should be able to travel between peak times for free. Would like to see bus fares cheaper at off peak hours for us old people. - How about making the return trip four hours like it used to be. Please change the two-hour transfer ticket to three hours. Would more likely use buses if after 10am – 3pm we could use ticket for four hours instead of two. - If several people require change then it slows the whole boarding procedure down. More efficient payment system other than Metro card – suggestions include requiring correct amount upon boarding, multi-fare cards that can be clicked, and not requiring payment for Metro card set up. Measures to get passengers on and off buses more speedily should be evaluated. - Provide off-peak fares. - Too expensive to take the bus. 	<p><i>Referred to Environment Canterbury for liaison and action with the respective Bus Companies.</i></p>
<p>Pedestrians</p>	<p>GEN</p>	<p>Accessibility</p> <ul style="list-style-type: none"> - Essential that the public transport system is highly efficient and operates well. Must be approachable, accessible and usable by everyone, including disabled and elderly. - Increase the priority given to pedestrians in transport planning. - Pedestrian access to Sydenham Central not easy. Include pedestrian crossing from bus stop opposite Sydenham Central to main front door. - Stop pedestrians from crossing Office Road. - All crossing points should be consistent in design with logical, simple, straight lines and considered part of continuous accessible pathway to ensure walking environment also accessible and promotes walking as a viable mode. <p>Pedestrian Crossing Points</p> <ul style="list-style-type: none"> - Pedestrian crossing points – cause long delays at intersections, and encourage people to cross at inappropriate times. - Loss of pedestrian island opposite Devon Street. - Pedestrian island outside Beckenham Service Centre increases congestion around this area. Pedestrian island outside Beckenham Service Centre must remain and should be wider than it currently is. 	<p><i>No action required – general submissions – to be forwarded to the Transport Planners, CCC for consideration in future projects and planning.</i></p> <p>Refer Option C for Sydenham Area.</p> <p>Refer revised plan for Merivale area.</p> <p><i>Is there any change to the pedestrian island outside the Beckenham Service Centre? This needs to be widened but there is no room currently because of bridge constraints. Bridge widening is currently a low priority on the Council's list, despite the safety issues and alignment issue.</i></p>
<p>Pedestrians cont...</p>	<p>GEN</p>	<p>Pedestrian / Cycle Conflict</p> <ul style="list-style-type: none"> - Where pedestrian / cyclist conflict, include signage to indicate who has priority. - Pedestrian / cyclist interaction high on footpath. <p>Pedestrians and Business</p> <ul style="list-style-type: none"> - Most businesses are struggling to increase their foot traffic. <p>Footpath Design</p> <ul style="list-style-type: none"> - Footpath design and pedestrian access to bus stops for the disabled should comply with NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities. - Preferred minimum footpath width of 1.8m needs to be maintained. - Most footpaths in suburbs seem to be underutilised – reduce width to make more road / bus space. - Suggest narrowing of footpath to provide more real estate for motorists. <p>Median Island Design / Pedestrian Refuges</p> <ul style="list-style-type: none"> - Median islands in roads not conforming to NZS 4121:2001 – i.e. only one handrail on them. - Look at improved pedestrian refuges near bus stops. - Pedestrian islands along Papanui Road a real hazard – not lit up and constantly crashed into – barriers knocked down. 	<p><i>Pedestrians have right of way on the footway and cyclists have right of way on the road.</i></p> <p><i>There are no proposals for new cycle paths in this project.</i></p> <p><i>CCC standard SD635 (Standard Detail) has been used. The compliance to NZS 4121:2001 for the footpath and pedestrian access to bus stops will be adhered to during the detailed design stage of the project.</i></p> <p><i>The minimum footpath width of 1.8m has been maintained throughout the corridor.</i></p> <p><i>The footpath has been narrowed in sections to allow for the additional lane widths but will not be narrowed below the 1.8m minimum width.</i></p> <p><i>This was outside of the scope of this project.</i></p>

<p>Road Layout</p>	<p>GEN</p>	<p>Road Space</p> <ul style="list-style-type: none"> - Essential that the road space fully meets the safety and convenience needs of passengers, cyclists and pedestrians, other options available for motorists for driving to or from town. - Need to rethink how we utilise the road space available. - Would like grass berms along the wider footpaths done away with and that area turned into cycle lanes – to keep the cycles right off the road and away from the traffic. - Move cycle paths to where cars are now parked, forcing cars to use off-street parking lots / garages which are now underutilised. <p>Implementation of Bus Lanes</p> <ul style="list-style-type: none"> - Make bus lanes on new roads or when upgrading roads. <p>Signals</p> <ul style="list-style-type: none"> - More right and left turning traffic light arrows needed. - Colombo / Huxley intersection – priority bus signalling or right turning area is required. - Move traffic lights from Beaumont St to Devon St. <p>Road Markings</p> <ul style="list-style-type: none"> - Not clear how the cycle lane will be marked when parking is allowed. - Paint cycle lanes red with white cycling symbols. - Road marking suggested in addition to signage for bus lanes. - Extend no stopping lines further down Roxburgh Street. <p>Flush Median</p> <ul style="list-style-type: none"> - Support centre plot narrowing at right turning lane of Brougham / Colombo. <p>Traffic Speed</p> <ul style="list-style-type: none"> - Create mixed-use, slow road environment, and make an attractive destination rather than just a corridor. <p>Kerb Build-Out / Raised Median</p> <ul style="list-style-type: none"> - Protect verandas and leave corner streetscapes unchanged. - What is happening north of Moorhouse Avenue? - Concern re loss of footpath and bringing the buses closer to the residence and thus increasing the vibration issues felt (near Byron Street, Sydenham). 	<p><i>Is it viable to include right turn arrows / bus priority signals at Colombo St / Milton St / Huxley St intersection? Yes it is viable but not a lot of benefit would be provided. If this was done then it may divert traffic to Gasson St, which is an anti-bus priority. Not recommended.</i></p> <p><i>Is it viable to move the traffic lights from Beaumont St to Devon St (outside Countdown)? Yes but this was done as a condition of resource consent so it will not be moved.</i></p> <p><i>Is it viable to extend no stopping lines further down Roxburgh St? This is outside the scope of this project and will be referred to Network Operations.</i></p> <p><i>It is outside the scope of the bus priority project to investigate the reduction of traffic speed limits around the City.</i></p> <p><i>The area within the four avenues is outside the scope of this project and will be included with the relocation of the Bus Exchange project.</i></p>
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<p>Road Layout</p>	<p>COL</p>	<p>Waimea Tce Bridge</p> <ul style="list-style-type: none"> - Concerns about merging of car/bus/cycle traffic at some intersections in the section and over the Heathcote River bridge. - Road very narrow at this point, and high traffic volumes. - Widen the bridge over the Heathcote at Ashgrove Terrace. - No controlled intersection for traffic crossing Colombo Street from the service centre. - Bridge too narrow at Waimea Terrace. Unsafe for cyclists. - Too narrow for major arterial and widening should be considered. - Look at clip-ons for cycle lane. <p>Dyers Pass Roundabout</p> <ul style="list-style-type: none"> - Are lights being considered at the roundabout? Put in multi-lane roundabout. Uneven flows around the roundabout causing delays. Install traffic signals at the roundabout. What plans are there for ensuring better traffic flows for all at the roundabout intersection? Very congested roundabout. Suggested P60 parking on side streets near roundabout. - Merge bus lane back into traffic flow earlier than Remuera Avenue to avoid conflict with vehicle and pedestrian movements. <p>Sydenham Enhancement Plan</p> <ul style="list-style-type: none"> - Request for integration of Sydenham Revitalisation Plan with bus priority project. Protect heritage buildings and features. Sydenham needs to become a “destination” shopping area. One way? Shuttle bus to bottom of Port Hills. Make bus use more appealing. Replacement of car parking. Short term parking (1-2 hours). Enforcement. Ponsonby/other models/specialty shops. Upgrade facades of buildings. Remove boy racers – improve security (cameras). Improved light stands. Improved street furniture. User friendly car parks. Planters (greenery) (inspired by Merivale). Car parking building. “Celebrate” bridge – painting – lighting. Paint available to improve ‘look’ of shops. Pedestrian safety. Contact Dave Henderson. Buskers. Pay for strengthening of historic buildings. Signage – improve. - Why is there a kerb build-out at 362/364 Colombo St? <p>Beckenham Shops Area</p> <ul style="list-style-type: none"> - Beckenham shops area not currently addressed by the project – severe competition for road space in this area, with double set of traffic lights and considerable number of traffic movements along, onto and off the main road, and local shopping area. - Beckenham area dangerous and unpleasant for active transport users such as cyclists and pedestrians, particularly during heavy traffic flows. - Four possible approaches suggested for Beckenham area – remove all parking and extend bus/cycle lanes through the area, - extend parking right up to the corners and eliminate the left-turn lanes altogether, - provide an adequate left turning lane into Tennyson St, - a community-focussed, holistic approach by creating a mixed-use, slow speed environment for this neighbourhood. Give priority back to pedestrians, cyclists and buses. 	<p><i>There is a separate project to look at the viability and integrity of this bridge and any potential for its upgrade.</i></p> <p><i>Why are lights not an option at the Dyers Pass roundabout for this project? The Council would need to buy land and knock part of the hill out to accommodate lights at this intersection. There is also a safety issue for downhill traffic with lights at Dyers Pass.</i></p> <p><i>Is it viable to include P60 parking in side streets near the roundabout? Yes, this is viable and will be referred to Network Operations for investigation.</i></p> <p><i>Is it viable to merge the bus lane back into the traffic flow earlier than Remuera Avenue? No</i></p> <p><i>Option C – Based on Option A but push outbound lane to against the kerb so loss of parking between 3-6pm only on the eastern side. 4.2m wide bus/cycle lane. Off-peak parking available.</i></p> <p><i>No removal or change to existing historic bull-nose veranda on corner of Sandyford Street. Removal of 3m section of bus lane – positive for cyclists. Only change in the Sydenham area. Disadvantages for traffic flow for inbound traffic – traffic friction effects. Integration with Sydenham Enhancement Plan.</i></p>
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<p>Schools</p>	<p>COL</p>	<p>Thorrington School</p> <ul style="list-style-type: none"> - Where will parents park to pick up and drop off children from? Allow for student drop off and pick up. Support for upgrade from zebra crossing to signalised pedestrian crossing. - Support for part-time bus lane. Part-time bus lane outside Thorrington School not opposed (4pm – 6pm). - Oppose shifting bus stop to outside Thorrington School – unnecessary distraction for students throughout the day, area directly behind bus stop used for regular learning, playing and eating throughout the day, increases chance of young child stepping out in front of a bus into oncoming traffic, more foot traffic congestion, vandalism issues, potentially an area for paedophiles to prey. Shift bus stop near Thorrington School down past dairy. - Inclusion of a bus stop before the road crossing on the south bound side of the road could seriously limit road users' view of the crossing on the school side. 	<p><i>Part time bus lane between 4pm and 6pm.</i></p> <p><i>Zebra crossing will be replaced with signalised pedestrian crossing.</i></p>
<p>Taxis</p>	<p>GEN</p>	<p>Taxi use of bus lanes</p> <ul style="list-style-type: none"> - Use of Council's bus lanes would speed up taxi travel in the city. Suggest taxis can also share with buses. Put in a bus and taxi lane. - Suggest taxis share bus lanes – would take more traffic from the main thoroughfare, but allow buses and taxis to get to their destinations on time. - Many people in disabled community for whom wheelchair taxi transportation is their only practical means of getting around the city, struggle with the costs of day-to-day living. Although DPA mobility scheme assists tremendously with meeting this cost, traffic congestion is an increasing factor in the cause of delays when travelling between destinations in a wheelchair taxi around Christchurch. Also believe that a great inequality amongst residents will be created if taxis are excluded from these lanes – potential to conflict with other values of RLTS if some groups are denied access. - NZ Taxi Federation supports introduction of bus priority lanes along corridors in the city – necessity for a more efficient and reliable Metro service. Who has to use taxis in Christchurch? – disabled and elderly people (Total Mobility Scheme), clients of work rehabilitation agencies, passengers who rely on a taxi driver as a temporary caregiver, passengers with medical conditions, essential services (Rapid Transport Service by Canterbury District Health Board for movement of blood products, specimens, body parts, surgical instruments etc.). RTS should be reason enough to allow taxis to access bus lanes, and although it is important to increase the reliability and patronage of buses it must be realised that there are large sections of society who will never be able to use buses. Opportunity to recognise the transport needs of these people and create good public policy that provides equality of access for all. - Taxis should also have drop off and pick up places, as they often have to double park, which is dangerous for both customers and drivers. <p>Taxi Stands</p> <ul style="list-style-type: none"> - Taxi stand should be sheltered. - Reposition taxi stand in Horner St by the park to free up some more short-term parking close to the intersection. Southern Baby Supplies & Egyptian Kebabs (488 Papanui Road) favour relocation of taxi stand on Horner St and replacing with car parks. - Taxi zones in Mansfield Avenue – remove to loop of Office Road / Aikmans Road. Removal of taxis from Mansfield Avenue may assist flow exiting onto Papanui Road. - Taxi stand in Lawson Street – is this the best place for it in Sydenham? - Timing of project. 	<p><i>The Council proposes to make bus lanes available to buses, cyclists and motorcyclists up to 50cc, as well as emergency vehicles, to begin with. In the future, once the Christchurch driving public has become accustomed to the use of bus lanes throughout the City, the addition of taxis to the bus lanes may be considered.</i></p> <p><i>Following discussions with NZ Taxi Federation:</i></p> <ul style="list-style-type: none"> - <i>Horner St taxi stand to remain in place</i> - <i>Mansfield Avenue taxi stand to remain in place</i> - <i>Investigate additional taxi stand / loading zone in Aikmans Road, as part of the Merivale Parking Strategy.</i> - <i>Lawson St taxi stand (Colombo) to be investigated by NZTF and reported back on.</i> <p><i>Anticipate Council decision before end of June 2008. Implementation will take place during the 2008/2009 financial year.</i></p>

