CHRISTCHURCH
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD EXTRAORDINARY AGENDA

TUESDAY 22 APRIL 2008

12.00 NOON

IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET

Community Board: Megan Evans (Chairperson), Pauline Cotter (Deputy Chairperson), Ngaire Button, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers

Community Board Adviser
Peter Croucher
Phone 941 5414 DDI
Email: peter.croucher@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

INDEX **PG NO**

1. APOLOGIES

2. PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY ROUTE

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to proceed to detailed design, tender and construction for the Papanui Road/Main North Road bus priority route, as shown in the plans for Council approval at **Attachment 1**.

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 first corridor for investigation and scheme design was Belfast to/from the Exchange, via Papanui Road. This corridor begins at the intersection of Papanui Road and Bealey Avenue and continues along Papanui Road northbound until the intersection of Harewood Road and Main North Road. The corridor then follows Main North Road until the intersection with Queen Elizabeth II Drive and Northcote Road where it ends.

4. The remaining section of the route to Belfast via Main North Road is State Highway, which is controlled by Transit New Zealand (Transit NZ). This is the subject of a separate bus priority project, which is being developed concurrently by Transit NZ.

5. The Papanui corridor is prone to congestion and varying levels of delay in both the morning and afternoon peak periods, which have been determined as 7am to 9am and 2pm to 6pm. The corridor regularly experiences significant congestion with traffic volumes ranging from 21,000 to 28,000 vehicles per day between Bealey Avenue and Cranford Street and 32,000 vehicles per day between Cranford Street and Queen Elizabeth II Drive.

6. The Papanui bus priority route is located across two Community Board areas. The area of Papanui Road from Bealey Avenue to Blighs Road is within the jurisdiction of the Fendalton/Waimairi Community Board, and the area of Papanui Road and Main North Road from Blighs Road to Queen Elizabeth II Drive lies within the jurisdiction of the Shirley/Papanui Community Board and will be considered by the Shirley/Papanui Community Board.

7. Community consultation was undertaken on the Papanui Route from 15 October 2007 to 17 December 2007. Of the 253 responses received, 168 (66 per cent) were generally in support of the project, 63 (25 per cent) were opposed to the project, and 22 (9 per cent) specified no preference. In addition there were five route specific seminars held, as well as three meetings with representatives of the Merivale and Papanui businesses, and one on-site meeting with a resident.

8. Further detailed information on the consultation, communication and marketing undertaken for these bus priority projects 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 lanes and businesses; bus stop locations; congestion; Merivale Mall area; Papanui Shops area; pedestrian crossing points; footpath design; flush median; Papanui Road; Main North Road, and Selwyn House.

2. Cont'd

10. As a result of the feedback received during consultation, a concept design is shown at Attachment 1 to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2 metre wide bus and cycle lanes. The bus lanes in both the inbound and outbound direction will operate as part-time bus lanes. 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.

11. 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.

12. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Papanui 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

13. The Papanui Road/Main North Road bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year. The estimated cost of this project is $1,878,547 including fees and contingencies.

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

14. As above.

LEGAL CONSIDERATIONS

15. There are 18 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 no protected trees located along the corridor, which will be affected by any of the proposed works.

16. There are two SAMs (Special Amenity Areas) located within the project corridor – SAM 28 Beverley and SAP 39 - Mays / Chapter / Weston / Knowles. SAM 28 – Beverley comprises most of the properties visible along Beverley Street and SAM 39 - Mays / Chapter / Weston / Knowles covers the length of Chapter Street, and parts of Mays Road, Weston Road and Bretts Road. Some properties along the north-eastern side of Papanui Road are also within this SAM. The proposed works do not contravene any of the rules which regulate SAM 28 or SAM 39. No resource consents are required for the works proposed.

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

17. 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. 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?

19. As above.

2. Cont'd

ALIGNMENT WITH STRATEGIES

20. 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?

21. As above.

CONSULTATION FULFILMENT

22. The scheme plans for the Papanui, Colombo and Queenspark 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 and 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

23. 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. 881 responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial – 247*), Generic - 82).

24. Further detailed information on the consultation, communication and marketing undertaken for these bus priority projects 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 and Responses – Papanui

25. Community consultation was undertaken on the Papanui Route from 15 October 2007 – 17 December 2007. The Papanui route specific consultation brochure was distributed to approximately 8,720 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 15,000 route specific brochures were printed and distributed.

26. There were 253 responses received on the Papanui route, through a variety of media, as follows:
- CSRs – 2
- Emails – 19
- Feedback forms – 185
- Have Your Say - 20
- Letters – 13
- Phone calls – 14

27. In addition there were five route specific seminars held, as well as three meetings with representatives of the Merivale and Papanui businesses, and one on-site meeting with a resident.

2. Cont'd

28. The majority of respondents (66%) were in support of the proposals.

Support	Number of Responses	% of Total Responses
Support	168	66%
Oppose	63	25%
Not Specified	22	9%
Total	**253**	**100%**

29. 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 lanes and businesses
- Bus stop locations
- Congestion
- Merivale Mall area
- Papanui Shops area
- Pedestrian crossing points
- Footpath design
- Flush median
- Papanui Road
- Main North Road
- Selwyn House

STAFF RECOMMENDATION

It is recommended that the Board**:**

(a) Support the staff recommendation and request the Council to approve the Papanui Road/Main North Road bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval at Attachment 1.

(b) Ask the Council to 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 - vi) has been considered by the Fendalton/Waimari Community Board.

(v) That a bus lane be installed on Papanui Road between the hours of 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Papanui Road commencing at a point 24m north of its intersection with Blighs Road and extending in a northerly direction for 264m.

(vi) That a bus lane be installed on Main North Road between the hours of 3pm to 6pm Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 83m north of its intersection with Horner Street and extending in a northerly direction for 144m.

(vii) That a bus lane be installed on Main North Road between the hours of 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Main North Road commencing at a point 90m north of its intersection with Sawyers Arms Road and extending in a northerly direction for 328m.

(viii) That a bus lane be installed on Main North Road between the hours of 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Main North Road commencing at a point 198m north of its intersection with Vagues Road and extending in a northerly direction for 275m.

(ix) has been considered by the Fendalton/Waimari Community Board.

2. Cont'd

(x) That a bus lane be installed on Papanui Road between the hours of 7am to 9am Monday to Friday adjacent to the kerb on the east side of Papanui Road commencing at a point 50m north of its intersection with Innes Road and extending in a northerly direction for 671m.

(xi) That a bus lane be installed on Main North Road between the hours of 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 56m north of its intersection with Mary Street and extending in a northerly direction for 209m.

(xii) That a bus lane be installed on Main North Road between the hours of 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 143m north of its intersection with Meadow Street and extending in a northerly direction for 11m.

(xiii) That a bus lane be installed on Main North Road between the hours of 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at its intersection with Cranford Street and extending in a northerly direction for 290m.

(c) Ask the Council to approve a special vehicle lane, specifically a "cycle lane" which restricts the lane for use for bicycles in the following locations:

(i - xvi) has been considered by the Fendalton/Waimari Community Board.

(xvii) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the west side of Papanui Road commencing at its intersection with Blighs Road and extending in a northerly direction for 22m.

(xviii) That a cycle lane be installed on Papanui Road adjacent to the car parking bays generally on the west side of Papanui Road commencing at a point 22m north of its intersection with Bellvue Avenue and extending in a northerly direction for 50m.

(xix) That a cycle lane be installed on Papanui Road adjacent to the left turn lane generally on the west side of Papanui Road commencing at a point 45m south of its intersection with Harewood Road and extending in a northerly direction for 41m.

(xx - xviii) has been considered by the Fendalton/Waimari Community Board.

(xxx) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the east side of Papanui Road commencing at a point 2m south of its intersection with Tomes Road and extending in a northerly direction for 77m.

(xxxi) That a cycle lane be installed on Papanui Road adjacent to the car parking bays generally on the east side of Papanui Road commencing at a point 67m north of its intersection with Tomes Road and extending in a northerly direction for 81m.

(xxxii) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the east side of Papanui Road commencing at a point 30m south of its intersection with Paparoa Street and extending in a northerly direction for 192m.

(xxxiii) That a cycle lane be installed on Papanui Road adjacent to the car parking bays generally on the east side of Papanui Road commencing at a point 31m north of its intersection with Perry Street and extending in a northerly direction for 46m.

(xxxiv) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the east side of Papanui Road commencing at a point 29m north of its intersection with Dormer Street and extending in a northerly direction for 120m.

(xxxv) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the east side of Papanui Road commencing at its intersection with Blighs Road and extending in a northerly direction for 78m.

2. Cont'd

(xxxvi) That a cycle lane be installed on Papanui Road adjacent to the car parking bays generally on the east side of Papanui Road commencing at a point 35m north of its intersection with Grants Road and extending in a northerly direction for 84m.

(xxxvii) That a cycle lane be installed on Papanui Road adjacent to the kerb generally on the east side of Papanui Road commencing at a point 31m south of its intersection with Frank Road and extending in a northerly direction for 224m.

(xxxviii) That a cycle lane be installed on Main North Road adjacent to the car parking bays generally on the west side of Main North Road commencing at its intersection with Harewood Road and extending in a northerly direction for 195m.

(xxxix) That a cycle lane be installed on Main North Road adjacent to the left turn lane generally on the west side of Main North Road commencing at a point 38m south of its intersection with Langdons Road and extending in a northerly direction for 38m.

(xl) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the west side of Main North Road commencing at its intersection with Langdons Road and extending in a northerly direction for 165m.

(xli) That a cycle lane be installed on Main North Road adjacent to the left turn lane generally on the west side of Main North Road commencing at a point 201m south of its intersection with Halliwell Avenue and extending in a northerly direction for 201m.

(xlii) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the west side of Main North Road commencing at its intersection with Halliwell Avenue and extending in a northerly direction for 200m.

(xliii) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the west side of Main North Road commencing at its intersection with Sawyers Arms Road and extending in a northerly direction for 77m.

(xliv) That a cycle lane be installed on Main North Road adjacent to the left turn lane generally on the west side of Main North Road commencing at a point 50m south of its intersection with Northcote Road and extending in a northerly direction for 50m.

(xlv) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at its intersection with Horner Street and extending in a northerly direction for 73m.

(xlvi) That a cycle lane be installed on Main North Road adjacent to the left turn lane generally on the east side of Main North Road commencing at its intersection with Mary Street and extending in a northerly direction for 39m.

(xlvii) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at a point 11m south of its intersection with Halliwell Avenue and extending in a northerly direction for 11m.

(xlviii) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at its intersection with Halliwell Avenue and extending in a northerly direction for 203m.

(xlix) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at its intersection with Sawyers Arms Road and extending in a northerly direction for 422m.

(l) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at a point 11m south of its intersection with Winters Road and extending in a northerly direction for 68m.

2. Cont'd

(li) That a cycle lane be installed on Main North Road adjacent to the kerb generally on the east side of Main North Road commencing at a point 5m south of its intersection with Queen Elizabeth II Drive and extending in a southerly direction for 50m.

(d) Ask the Council to approve the following no stopping restrictions:

(i) That all the no stopping restrictions be revoked on Papanui Road on the west side commencing at its intersection with Bealey Avenue and extending in a northerly direction to its intersection with Harewood Road.

(ii) That all the no stopping restrictions be revoked on Main North Road on the west side commencing at its intersection with Harewood Road and extending in a northerly direction to its intersection with Northcote Road.

(iii - xxxiii) has been considered by the Fendalton/Waimari Community Board.

(xxxiv) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Blighs Road and extending 7m in a northerly direction.

(xxxv) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Blair Avenue and extending 15m in a southerly direction.

(xxxvi) That the stopping of vehicles be prohibited at any time on the south side of Blair Avenue at its intersection with Papanui Road and extending 20m in a westerly direction.

(xxxvii) That the stopping of vehicles be prohibited at any time on the north side of Blair Avenue at its intersection with Papanui Road and extending 20m in a westerly direction.

(xxxviii) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Blair Avenue and extending 9m in a northerly direction.

(xxxix) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Bellevue Avenue and extending 12m in a southerly direction.

(xl) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Bellevue Avenue and extending 9m in a northerly direction.

(xli) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at a point 30m north of its intersection with Bellevue Avenue and extending 15m in a northerly direction.

(xlii) That the stopping of vehicles be prohibited at any time on the west side of Papanui Road at its intersection with Harewood Road and extending 46m in a southerly direction.

(xliii) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Harewood Road and extending 15m in a northerly direction.

(xliv) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Winston Avenue and extending 10m in a southerly direction.

(xlv) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Winston Avenue and extending 13m in a northerly direction.

(xlvi) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Langdons Road and extending 58m in a southerly direction.

(xlvii) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Langdons Road and extending 106m in a northerly direction.

2. Cont'd

(xlviii) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at a point 126m north of Langdons Road and extending 23m in a northerly direction.

(xlix) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at a point 181m north of Langdons Road and extending 68m in a northerly direction.

(l) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at a point 289m north of Langdons Road and extending 84m in a northerly direction.

(li) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at a point 394m north of Langdons Road and extending 30m in a northerly direction.

(lii) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Sawyers Arms Road and extending 90m in a northerly direction.

(liii) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Vagues Road and extending 24m in a southerly direction.

(liv) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Vagues Road and extending 12m in a northerly direction.

(lv) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at a point 163m north of Vagues Road and extending 35m in a northerly direction.

(lvi) That the stopping of vehicles be prohibited at any time on the west side of Main North Road at its intersection with Northcote Road and extending 56m in a southerly direction.

(lvii - lxiv) has been considered by the Fendalton/Waimari Community Board.

(lxv) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Papanui Road commencing at a point 41m north of its intersection with Blighs Road and extending in a northerly direction for 94m.

(lxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Papanui Road commencing at a point 9m north of its intersection with Blair Avenue and extending in a northerly direction for 20m.

(lxvii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Papanui Road commencing at a point 55m north of its intersection with Blair Avenue and extending in a northerly direction for 16m.

(lxviii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Papanui Road commencing at a point 9m north of its intersection with Bellevue Avenue and extending in a northerly direction for 21m.

(lxix) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Main North Road commencing at a point 90m north of its intersection with Sawyers Arms Road and extending in a northerly direction for 123m.

(lxx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday adjacent to the kerb on the west side of Main North Road commencing at a point 12m north of its intersection with Vagues Road and extending in a northerly direction for 146m.

(lxxi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday. adjacent to the kerb on the west side of Main North Road commencing at a point 198m north of its intersection with Vagues Road and extending in a northerly direction for 255m.

2. Cont'd

(lxxii) That all the no stopping restrictions be revoked on Papanui Road on the east side commencing at its intersection with Bealey Avenue and extending in a northerly direction to its intersection with Horner Street.

(lxxiii) That all the no stopping restrictions be revoked on Main North Road on the east side commencing at its intersection with Horner Street and extending in a northerly direction to its intersection with Queen Elizabeth II Drive.

(lxxiv – cx) has been considered by the Fendalton/Waimari Community Board.

(cxi) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Mays Road and extending 18m in a northerly direction.

(cxii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Tomes Road and extending 9m in a southerly direction.

(cxiii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Tomes Road and extending 65m in a northerly direction.

(cxiv) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Paparoa Street and extending 31m in a southerly direction.

(cxv) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Paparoa Street and extending 44m in a northerly direction.

(cxvi) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Perry Street and extending 40m in a southerly direction.

(cxvii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Perry Street and extending 29m in a northerly direction.

(cxviii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Dormer Street and extending 29m in a southerly direction.

(cxix) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Dormer Street and extending 41m in a northerly direction.

(cxx) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at a point 57m north of its intersection with Dormer Street and extending to its intersection with Grants Road in a northerly direction.

(cxxi) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Grants Road and extending 30m in a northerly direction.

(cxxii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Frank Road and extending 30m in a southerly direction.

(cxxiii) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Frank Road and extending 27m in a northerly direction.

(cxxiv) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Wyndham Street and extending 27m in a southerly direction.

(cxxx) That the stopping of vehicles be prohibited at any time on the east side of Papanui Road at its intersection with Wyndham Street and extending to its intersection with Horner Street in a northerly direction.

(cxxxi) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Horner Street and extending 83m in a northerly direction.

2. Cont'd

(cxxxii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Loftus Street and extending 26m in a southerly direction.

(cxxxiii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Loftus Street and extending 8m in a northerly direction.

(cxxxiv) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Mary Street and extending 56m in a northerly direction.

(cxxxv) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Proctor Street and extending 8m in a northerly direction.

(cxxxvi) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Halliwell Avenue and extending 25m in a southerly direction.

(cxxxvii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Halliwell Avenue and extending 89m in a northerly direction.

(cxxxviii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Grassmere Street and extending 13m in a southerly direction.

(cxxxix) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Grassmere Street and extending 22m in a northerly direction.

(cxl) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Shearer Avenue and extending 64m in a southerly direction.

(cxli) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Shearer Avenue and extending to its intersection with Apollo Place in a northerly direction.

(cxlii) That the stopping of vehicles be prohibited at any time on the south side of Apollo Place at its intersection with Main North Road and extending 20m in a easterly direction.

(cxliii) That the stopping of vehicles be prohibited at any time on the north side of Apollo Place at its intersection with Main North Road and extending 20m in a easterly direction.

(cxliv) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Apollo Place and extending 60m in a northerly direction.

(cxlv) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Meadow Street and extending 32m in a southerly direction.

(cxlvi) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Meadow Street and extending to its intersection with Cranford Street in a northerly direction.

(cxlvii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Winters Road and extending 56m in a southerly direction.

(cxlviii) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Winters Road and extending 59m in a northerly direction.

(cxlix) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at a point 30m south of its intersection with Queen Elizabeth II Drive and extending 10m in a southerly direction.

2. Cont'd

(cl) That the stopping of vehicles be prohibited at any time on the east side of Main North Road at its intersection with Queen Elizabeth II Drive and extending 17m in a southerly direction.

(cli - clix) has been considered by the Fendalton/Waimari Community Board.

(clx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday adjacent to the kerb on the east side of Papanui Road commencing at a point 18m north of its intersection with Mays Road and extending in a northerly direction for 138m.

(clxi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 83m north of its intersection with Horner Street and extending in a northerly direction for 29m.

(clxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 8m north of its intersection with Loftus Street and extending in a northerly direction for 52m.

(clxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday adjacent to the kerb on the east side of Main North Road commencing at a point 8m north of its intersection with Proctor Street and extending in a northerly direction for 150m.

(clxiv) That the stopping of vehicles be prohibited from 7am to 9am, Monday to Friday. adjacent to the kerb on the east side of Main North Road commencing at a point 82m north of its intersection with Winters Street and extending in a northerly direction for 150m.

(e) Ask the Council to approve the following bus stops:

(i - iv) has been considered by the Fendalton/Waimari Community Board.

(v) That the existing bus stop be revoked from the west side of Main North Road at its present position commencing 215m north of the intersection with Cranford Street and extending 16m in a northerly direction.

(vi) That the existing bus stop be removed from the east side of Papanui Road at its present position commencing 60m south of the Frank Road intersection and extending 30m in a southerly direction.

(vii) That the existing bus stop be revoked from the east side of Papanui Road at its present position commencing 28m south of the intersection with Harewood Road and extending 30m in a southerly direction.

(viii - x) has been considered by the Fendalton/Waimari Community Board.

(xi) That a bus stop be installed on the west side of Main North Road commencing 120m north of the intersection with Cranford Street and extending 20m in a northerly direction.

(xii) That a bus stop be installed on the east side of Papanui Road commencing 42m south of the intersection with Wyndham Street and extending 30m in a southerly direction.

(f) Ask the Council that the proposed parking restrictions raised during the consultation phase be investigated and integrated with the existing Parking Strategies being developed for the Merivale and Fendalton areas. Proposed parking restrictions are also recommended for investigation for the Papanui Road/Harewood Road area and south of the Merivale area on Papanui Road.

2. Cont'd

BACKGROUND

30. 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
- Christchurch City Council Cycling Strategy
- Christchurch City Council Parking Strategy
- Christchurch City Council Pedestrian Strategy
- Christchurch City Council Road Safety Strategy

Christchurch Public Passenger Transport Strategy (1998)

31. 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 e.g. safety and pollution (atmospheric, noise and light) etc
- Identify a number of priority projects of which this is one.

32. 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% of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends) and 65% 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.

33. 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.

2. Cont'd

Our Future Our Choices (2003)

34. 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.

35. 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 Citywide Public Transport Priority Plan, and the development, introduction and enforcement of at least three public transport priority corridors by June 2006.

36. 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 Central Bus 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)

37. 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 as well as other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.

38. 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, would result in more people using public transport as their travel mode of choice. In addition, this would 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.

39. 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.

40. 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

2. Cont'd

41. 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 111-115.

Metro Strategy 2006-2012

42. 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.*

43. 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.

Belfast (via Papanui Road) to City Bus Exchange

44. The Papanui corridor begins at the intersection of Papanui Road and Bealey Avenue and continues along Papanui Road northbound until the intersection of Harewood Road and Main North Road. The corridor then follows Main North Road until the intersection with Queen Elizabeth II Drive and Northcote Road where it ends. In total the corridor is approximately 4,685m in length and has a typical width of 14m from kerb line to kerb line.

45. The remaining section of the route to Belfast via Main North Road is State Highway, which is controlled by Transit New Zealand. This is the subject of a separate bus priority project, which is being developed concurrently by Transit NZ.

46. There is a mix of land uses along the length of the corridor including residential, commercial, educational, industrial and medical facilities. There are various attractions and people generators along the route that generate a large proportion of the bus passengers. The major attractions include Northlands Mall, Merivale Mall, Papanui shops, St Georges Hospital, Nurse Maude Hospital, St Andrews College, St Margaret's College, motels and hotels, and Foodstuffs.

47. There are 11 bus services that use all or part of this corridor. Environment Canterbury is responsible for the management of the bus timing and operators, while the Council is responsible for the management of the physical aspects of the network, such as bus stops, shelters and priority measures.

2. Cont'd

48. The Papanui corridor is prone to congestion and varying levels of delay in both the AM and PM peak periods, which have been determined as 7am to 9am and 2pm to 6pm. The corridor regularly experiences significant congestion with traffic volumes ranging from 21,000 to 28,000 vehicles per day between Bealey Avenue and Cranford Street and 32,000 vehicles per day between Cranford Street and Queen Elizabeth II Drive. This section of road between Bealey Avenue and Queen Elizabeth II Drive is considered a significant "pinch point" of the corridor as there is limited carriageway width.

49. Crash data was obtained for the last five years on Papanui Road and Main North Road form the LTNZ Crash Analysis System. A total of 346 reported crashes were listed, and of these there were 10 serious injury crashes, 106 minor injury crashes and no fatal crashes. The remainder were property only crashes. The crash data indicates that of the total 346 crashes, 23 involved cyclists, 17 involved pedestrians and 3 involved buses. The number of crashes occurring at an intersection along this route was 224 and the number of crashes occurring at a mid-block location was 122.

50. Additional crash data provided by the bus operator lists the total number of bus crashes on the Papanui corridor in the last five years. This data shows that there have been a total of 51 crashes involving buses; a large proportion of which are not recorded in the LTNZ database. Of the 51 accidents reported, 26 of them involved a bus being hit or hitting another vehicle in traffic, 13 crashes involved the bus striking a fixed object and the remaining 12 crashes involved the bus and a parked vehicle.

51. The Papanui bus priority route is located across two Community Board areas. The area of Papanui Road from Bealey Avenue to Blighs Road is within the jurisdiction of the Fendalton/ Waimairi Community Board, and the area of Papanui Road and Main North Road from Blighs Road to Queen Elizabeth II Drive lies within the jurisdiction of the Shirley / Papanui Community Board.

THE OBJECTIVES

52. The generic aims and objectives of the bus priority project, which were set by the project team in 2006, are:

- Bus journey times should be no more than 125% of that of a car journey.
- 90% of trips within three minutes of the scheduled arrival time at timing points and 95% of trips within five minutes of the scheduled arrival time.
- A target of 26km/hr average over all bus routes was set by Environment Canterbury. This figure should be achieved where possible.

53. In short, the project aims to reduce the variation in the bus journey times along the route, to increase reliability, and to achieve a minimum monthly average speed of 26km/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

54. The options developed for the Papanui Road/Main North Road corridor include 4.2m and 3.0m bus lanes, signal pre-emption, turn restrictions at intersection and bus stop rationalisation.

55. Various scheme design options were initially investigated and considered, including inbound bus lanes only, outbound bus lanes only, 3.0m bus lanes both inbound and outbound, bus gates and varying widths of bus lanes.

2. Cont'd

56. These options were discounted due to not meeting the project objectives or not meeting the required design standards, as follows:

- 3.0m bus lane (inbound only) – this option involved a 3.0m wide bus lane over the entire length of the corridor on the inbound route only. This option was dismissed due to the inbound lane only considering half of the aims of the project and negating the outbound route. The 3.0m bus lane was agreed by the project team to be utilised over short lengths, the bus lane in this option raised issues of possible conflicts with buses and cyclists.

- 3.0m bus lane (outbound only) – this option involved a 3.0m wide bus lane over the entire length of the corridor on the outbound route only. This option was dismissed due to the outbound lane only considering half of the aims of the project and negating the inbound route. The 3.0m bus lane was agreed by the project team to be utilised over short lengths, the bus lane in this option raised issues of possible conflicts with buses and cyclists.

- 4.2m bus lane (inbound only) – the 4.2m wide bus lane was acceptable over the entire length of the corridor; however, the option was dismissed due to the project aims not being considered on the outbound route.

- 4.2m bus lane (outbound only) – the 4.2m wide bus lane was acceptable over the entire length of the corridor; however, the option was dismissed due to the project aims not being considered on the inbound route.

57. One preferred option was chosen, developed, modelled and reported on from the design process, and this concept design was presented to the community for consultation, which is described below.

Concept Design for Consultation

58. The concept design presented for consultation to the community consisted of sections of bus lane on both the inbound and outbound directions. The placement of the bus lanes was based on the observed queue lengths, available corridor widths and the modelling reports. Bus lanes were mainly located on the approaches to intersections to allow buses to bypass the queue of vehicles. The following measures were proposed for the corridor:

- 1,936m of outbound bus lane (4.2m width)
- 1,699m of inbound bus lane (4.2m width)
- 55m of inbound bus lane (3.0m width)
- 2,443m of outbound cycle lane (exclusive of lengths within the bus lanes)
- 2,709m of inbound cycle lane (exclusive of lengths with the bus lanes)
- 6 relocated bus stops
- 2 bus stops removed
- 18 pedestrian islands installed
- 1 signalised pedestrian crossing installed.

59. The aim was to achieve a design with minimal road widening and to avoid land take, which has been achieved. The design process endeavoured to achieve the most suitable layout for Papanui Road and a section of Main North Road considering both safety and operational issues, within the current kerb lines.

Bus Lanes

60. Two separate widths of bus and cycle lanes were utilised, a 4.2m wide lane and the minimum 3.0m wide lane. The 4.2m wide lane is the minimum width that allows for buses and cyclists to pass without either having to enter the adjacent traffic lane; this lane also has adequate width to allow the lane to be used as parking bays and a parallel cycle lane when the bus lane is not operational.

2. Cont'd

61. The 3.0m wide lane is the minimum width used as a bus lane and was used in only one short location on the corridor. The section of 3.0m bus lane was located inbound on the approach to the Cranford Street intersection. The lane was located here to allow a bus to approach the limit line in the bus lane, receive a "B" signal to allow it to pass through the intersection effectively and achieve a "head start" on the traffic flow. The downstream end of the intersection has sufficient width and length to allow the bus to merge back into the traffic flow should it approach the intersection on a green light.

62. Elsewhere the 4.2m wide bus and cycle lane has been utilised wherever it was deemed that a bus lane was required along this corridor. A 4.2m bus lane width (measured from the kerb face to the centre line of the road marking) has been the preferred width to be implemented on the corridor. It is noted that the NZ supplement to the *Austroads Guide to Traffic Engineering Practice Part 14: Bicycles* recommends a combined bus/cycle lane width of 4.2m is the appropriate minimum width of a combined facility.

Bus Stop Relocation

63. 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 200m 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 300-400m 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.

64. 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: 200m
- General Suburban Area: 300m
- Major Trunk Routes: 400m

65. There are a total of 37 existing bus stops in both the outbound and inbound directions along the Papanui route. The outbound direction has a total of 19 bus stops within the corridor boundaries with an average spacing of 250m. The maximum spacing between any two stops is 400m and the minimum spacing between any two stops is 163m. The spacing of the 18 bus stops in the inbound direction is on average 240m with a maximum spacing between stops of 363m and a minimum spacing of 145m.

66. One stop was deemed surplus to requirements on the outbound route (due to the upstream and downstream stops being only 190m away) and five bus stops were suggested for relocation. The bus stop at Clare Road and Papanui Road was removed as there is a stop both north and south 190m away. The Papanui Road and St Albans Street bus stop was moved 75m south to integrate it as part of the bus lane, while the bus stop at Murray Place and Papanui Road was suggested to be moved 40m north to provide better access to all entrances to St Georges Hospital. The bus stop at Papanui Road and Tomes Road was moved 65m north to integrate as part of the bus lane. The Cranford Street / Main North Road bus stop was moved 105m south to allow the Orbiter greater time and road space to make the manoeuvre into the right turn lane onto QEII Drive.

67. The revised average spacing between bus stops after the rationalisation is 258m as compared to the original spacing of 250m.

2. Cont'd

68. One stop was deemed surplus to requirements on the inbound route (due to the upstream and downstream stops being only 190m away) and one bus stop was suggested for relocation. The bus stop at Papanui Road and Wyndham Street was to be moved 100m south to allow a pedestrian island in this section and to improve the bus stop spacing. The bus stop at Blair Avenue and Papanui Road was to be removed as this bus stop is only 190m upstream and downstream from other bus stops.

69. The revised average spacing between bus stops after the rationalisation is 255m as compared to the original spacing of 240m.

Parking

70. There are approximately 549 parking spaces located along the length of the Papanui Road and Main North Road corridor. This figure contains a mix of restricted time parking and all day on-street parking spaces. A parking study was undertaken in May 2007 to gain knowledge of the parking space utilisation and how many vehicles would potentially be affected by the introduction of bus priority measures.

71. The study clearly showed that the parking utilisation rates on both sides of the corridor are greatest around the corridor's main attractors – Merivale Mall, St Georges Hospital, Papanui Shops and Northlands Mall. The side streets around the main attractors are also used quite heavily by commuters who either work in one of the attractors or are visiting and are unable to locate parking off-street at the attractor or on Papanui Road or Main North Road. To accommodate the proposed bus and cycle lanes a number of car parking spaces were suggested for removal.

72. The design guideline parallel parking space width for a vehicle is 2.0m with a length of 6.0m. From the existing parking survey of 549 spaces, the concept design would result in 44% of the existing parking spaces being lost during the AM peak period, 47% lost during the PM peak period and 21% of the car parking spaces would be lost permanently.

73. The loss of available on-street parking spaces during and outside of the peak periods could adversely affect some local businesses. The Papanui Road / Main North Road / Harewood Road intersection area would lose a number of on-street parking spaces should the concept design be implemented. The loss of on-street parking could be offset by improved signage to existing off-street parking facilities both commercial and public. The section of Papanui Road through the Merivale Mall area could lose a small percentage of the on-street parking facilities. The loss of car parking spaces would be to accommodate cycle lanes in both the inbound and outbound directions, the existing loading bays would remain in their current location as part of the concept design.

Cyclists

74. Cycle lanes have been provided along almost the entire length of the corridor both in the inbound and outbound directions. Widths consistent with the New Zealand Supplement to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles, and the Guidelines on Transport and City Streets Unit for the Marking of Cycle Lanes on Urban Road (April 2006) have been used throughout the concept design.

Pedestrians

75. Existing footpaths run along both sides of the road along the entire length of the corridor, and there are also formal and informal pedestrian crossing points located along the route for pedestrians wishing to cross Papanui Road and Main North Road. Several side streets also have crossing facilities in various forms.

76. The existing footpaths are generally in average to good condition. Footpaths outside shopping areas at Merivale Mall and the Papanui shops are slightly obstructed by shop signage, outside displays, traffic signs and street furniture.

2. Cont'd

77. The width of the existing footpaths along the route ranges between a maximum width of 3.0m down to a minimum width of 1.6m, with the most common width of 3.0m (from the face of the kerb to the boundary). The proposal requires narrowing of sections of footpath on both sides of the carriageway in a number of locations.

78. Pedestrian crossing facilities are currently provided along the route in the form of pedestrian refuges with or without kerb build-outs, zebra crossings and pedestrian phases at traffic signals. However, pedestrians still tend to cross the road mid-block away from pedestrian facilities, particularly in the vicinity of bus stops or shopping areas. Pedestrians have the benefit of using the flush median when crossing the road between Bealey Avenue and Cranford Street and using the raised median between Cranford Street and QEII Drive.

79. Pedestrian access will be improved by the installation of a signalised pedestrian crossing to replace the existing zebra crossing north of the intersection with Holly Road. There are 18 additional pedestrian refuges proposed to aid accessibility to bus stops as most of the side streets are relatively wide (i.e. Rugby Street, Weston Road and Blair Avenue are all over 14m in width).

80. Pedestrian refuges have the following benefits:

- *Reduce the crossing distance from kerb to kerb*
- *Crossing movement is split and pedestrians require a gap only in one direction*
- *Can reduce delay for pedestrians (by up to 90%)*
- *Particularly helpful to pedestrians who are unable to judge distances accurately or who have slower walking speeds.*

81. All of the existing pedestrian refuges are to be retained as part of the proposed scheme design and an additional 18 pedestrian refuges installed on side streets along the corridor (i.e. Clare Road, Church Lane, Rugby Street, Office Road, Mansfield Avenue, McDougall Avenue, Weston Road, Chapter Street, Normans Road, Mays Road, Halton Street, Paparoa Street, Hawthorne Street, Blair Avenue, Frank Road, Loftus Street, Grassmere Street, and Apollo Place).

82. Due to the location of St Georges Hospital, Nurse Maude Hospital, Parklands Hospital and the schools along the corridor, the inclusion of more pedestrian islands would be particularly helpful to the patrons using these facilities.

83. The proposed design allows for the removal or narrowing of sections of the flush median along the entire corridor. The kerb to kerb carriageway width at these locations does not allow for a bus lane or cycle lane and a flush median. This will result in right turn manoeuvres delaying following traffic as they wait for a suitable gap to turn where the median is reduced below 2.0m in width.

84. Pedestrians will have less crossing options along the corridor due to the flush median being removed in a number of locations. Attempts have been made to retain the flush median in areas where there is a high number of pedestrians crossing the road using the flush median. The flush median has been removed at Office Road and Blair Avenue.

Road Widening

85. There is a total of 982m of kerb widening required along the corridor to facilitate the proposed scheme design. Consideration was taken during the design to minimise the amount of kerb widening required along the corridor; however, some kerb widening is required at the following locations:

- Clare Road to Holly Road – 40m of the east and west kerb lines to allow for a pedestrian island and a bus lane.
- Merivale Lane to Webb Street – 60m of the east and west kerb lines to allow for a pedestrian island and a bus lane.
- Rugby Street to Office Road – 67m of the west kerb line to accommodate a traffic island and a cycle lane.

2. Cont'd

- Mansfield Avenue to McDougall Avenue – 55m of the east kerb line to accommodate a cycle lane and a bus lane.
- Cranford Street to Northcote Road / Queen Elizabeth II Drive – 330m of each side of the raised median by approximately 300mm to allow for a bus lane on the inbound and outbound routes.

Design Features

86. The scheme design was undertaken with reference to the following documents:

- Christchurch City Council Standard Engineering Details (CSS and IDS)
- Standards for Special Vehicle Lanes, 2005
- AUSTROADS Urban Road Design: Guide to the Geometric Design of Major Urban Roads
- AUSTROADS – Part 13, Pedestrians, 1995
- AUSTROADS – Part 14, Bicycles, 1999
- New Zealand Supplement to the AUSTROADS Guide to Traffic Engineering Practice Part 14: Bicycles
- RTS 14 – Guidelines for facilities for blind and vision-impaired pedestrians.
- RTS 4 – Guidelines for flush medians

87. The bus lanes proposed for the scheme design are 4.2m and 3.0m in width. The 4.2m width used is recommended in the New Zealand Supplement to Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles. The guide states "… *where bus speeds are about 50 km/hr and bus stops are infrequent then a combined bus/cycle lane width of 4.2m is more appropriate. This is to prevent cyclists being passed by free flowing traffic on both sides, buses to the left and other traffic to the right*". The 3.0m bus lane width was agreed upon by the project team as a minimum width to use in locations where a bus lane is required and the corridor width does not permit a 4.2m bus lane.

88. The existing traffic lanes along this corridor are between 3.4m and 5.2m wide. The proposed design aims to create more consistent lane widths over the length of the corridor, with traffic lane widths ranging from a maximum of 3.5m to a minimum of 3.0m. Austroads Urban Road Design states that 3.5m is the appropriate width to use for a traffic lane and narrower lanes down to 3.0m may be considered where any of the following apply:

- The road reserve or existing development form stringent controls preventing wider lanes
- The road is in a low speed environment
- There is little or no heavy vehicle traffic
- Finance for road construction is limited, or
- The alignment and safety records are satisfactory in the case of a reconstructed arterial.

Scheme Design Shortfalls

89. The scheme design raised a number of issues including the loss of on-street parking, problems with right turn manoeuvres into properties, the target of 26 km/hr not being achieved and the inclusion of cycle lanes along the corridor.

Loss of on-street parking

90. There are a total of 549 parking spaces existing along the corridor. The scheme would lower the number of parking spaces available in the AM peak to 239, 226 in the PM peak, and 351 outside of the bus lane operation times. The loss of parking spaces at specific locations could be considered by some to be unfavourable, such as:

(a) St Margaret's College and Selwyn House (Clare Road to Merivale Lane) – There are a total of 51 existing parking spaces available in this section of Papanui Road; the maximum number of spaces available in this section in the scheme would be 28. Due to the proximity of St Margaret's College and Selwyn House this section is busy during the school drop off and pick up periods, this could create an issue regarding parents dropping their children off close to the school entrance.

2. Cont'd

(b) Merivale Mall (St Albans Street to Leinster Road) – A total of 41 parking spaces exist between St Albans Street and Leinster Road, the scheme would reduce the maximum number of spaces available to 19. The commercial properties in this area were opposed to any loss of on-street parking through this section of the corridor.

(c) St Georges Hospital (Leinster Road to Heaton Street) – A total of 13 spaces are currently available on this section of the corridor. The scheme would reduce the maximum number of spaces available to 7 outside of the PM peak. No on-street parking would be available during the operational bus lane hours. St Georges Hospital has parking available on site for staff, patients and visitors. The surgery admissions begin at 7am and the visiting hours are between 11am and 12pm, 2pm to 4pm and 7pm to 8pm.

(d) St Andrews College (Heaton Street to Normans Road) – Approximately 69 spaces are available on both sides of Papanui Road between the Heaton Street/Innes Road intersection and the Normans Road intersection. The scheme will reduce the maximum number of car parking spaces available to 34 and a minimum of 13 during the AM peak period.

(e) Papanui Shops (Blighs Road to Langdons Road) – The area of the corridor between Blighs Road and Langdons Road is populated by small businesses many of which were affected by the proposed removal of on-street parking directly outside of their property. The total on-street parking available on this section is approximately 91. The maximum number of spaces available in the AM peak would be 52, and 44 during the PM peak. There are a number of off-street parking spaces available in this section of the corridor on side streets (i.e. Grants Road, Blair Avenue, Frank Road, Bellvue Avenue, Wyndham Street, Horner Street, Harewood Road, Winston Avenue, Loftus Street, Langdons Road and Mary Street). There is also off-street parking available in a number of the businesses on this section.

91. A number of the side street along the corridor are utilised daily as parking for the main attractors on the route. This has led to a number of time restricted spaces being designated on the busiest side streets (i.e. Sawyers Arms Road, Proctor Street, Langdons Road, Mary Street, Winston Avenue, Wyndham Street, Harewood Road, Frank Road, Leinster Road, Aikmans Road, Mansfield Avenue, St Albans Street, and Office Road).

Right turn manoeuvre difficulties

92. As the flush median has been narrowed or removed on sections of the corridor there is the possibility for potential delays and conflicts. The narrowing or removal of the flush medians could create problems as right turning traffic no longer has the refuge to wait to complete their manoeuvre. This could have an effect on the following traffic flow in the form of additional queuing or possibly reduced safety as vehicles could use the bus lane to perform passing manoeuvres. Four intersections have been affected by the narrowing or removal of the flush median (i.e. Clare Road, Office Road, Milford Street and Blair Avenue). There are several sections over the corridor where the flush median has been removed and could inconvenience residents attempting to turn right. The sections of carriageway where the flush median has been removed are as follows:

- North of Clare Road to 70m northbound
- North of Church Lane to 90m northbound
- North of Knowles Street to 40m northbound
- North of Weston Road to 50m northbound
- North of Mays Road to 125m northbound
- North of Halton Street to 85m northbound
- North of Perry Street to 45m northbound
- North of Blighs Road to Blair Avenue
- North of Proctor Street to 50m northbound
- North of Apollo Place to 50m northbound.

2. Cont'd

Cycle Lanes

93. Concern has been raised during the consultation phase that cycle lanes were included as part of the bus priority scheme design. The concerns were due to the existence of the Railway Cycleway – a local off-road cycle lane, which extends from Northcote Road to Fendalton Road and the loss of car parking spaces along the route due to the inclusion of cycle lanes.

94. Cycle count information was gathered by the Christchurch City Council as part of their intersection count data over a period between 2001 and 2005. The number of cyclists using the Main North Road and Papanui Road corridor as a cycling route is relatively high. The figures collected show that in the southbound direction between 7:30am – 8:30am and the northbound direction between 4:30pm – 5:30pm indicate that cyclist are utilising this route to commute to and from the city centre. The figures collected in the northbound direction between 7:30am – 8:30am show a relatively high number of cyclists possibly travelling towards places of employment such as at St Georges Hospital, Northlands Mall or Foodstuffs.

95. The distance from the southern end of the Railway Cycleway to the Papanui Road/Bealey Avenue intersection is approximately 1.8km, which is in the opposite direction from the city centre. This may be one reason why a large number of cyclists use Papanui Road as their route and also Papanui Road is the main thoroughfare through a large residential area.

96. From the cycle figures obtained in the Christchurch City Council intersection counts it can be seen that the Papanui Road and Main North Road corridor is a popular route for cyclists commuting to and from the city centre and also for accessing the main attractors within the corridor. This information reinforces the inclusion of the cycle lanes in the scheme design by enhancing the existing cycle lanes in the area by adding to the existing network and improving the accessibility of the main attractors within the corridor.

26 km/hr Target

97. A target of an average speed of 26 km/hr was set by Environment Canterbury over all of the core bus routes, which was not achieved during the AM or PM peak periods. The average speeds of vehicles on this corridor rarely reached the 26km/hr target in the modelling.

Reliability

98. The reliability of the bus services was measured in the sensitivity modelling using the targets that 90% of trips should be within three minutes of the scheduled arrival times at timing points and 95% of trips within five minutes of the scheduled arrival time. All of the bus services operating in the bus lanes during the AM and PM peak periods show improvements in reliability, although a number of services do not achieve the 90% targets set by Environment Canterbury.

99. The sensitivity modelling showed that the reliability of the bus services was reduced in one example by 65% from the original modelling figure. The scheme improves the reliability for most of the bus services; however, both the No. 12 and No. 13 southbound services in the AM are improved slightly for the 3 minute target but still remain poor. This could be due to the bus lanes in the southbound direction not being continuous over the corridor. This means that buses would be travelling in the general traffic flow until they reach a section of bus lane to allow them to bypass any queues. The 105% sensitivity testing magnifies this problem as the queue lengths stretching back from the Heaton Street and Innes Road intersection, for example, are especially long.

THE PREFERRED OPTION

100. The preferred option has been developed following consultation of the concept design described above with the community. The outcomes of consultation are described in paragraphs 22-29 above, and the key issues raised are outlined in Attachment 2.

2. Cont'd

101. Based on the feedback received in consultation, the following changes were made to the concept design:

(a) Afternoon part-time bus lanes are recommended to run from 3pm – 6pm inclusive, except for outside schools which will run from 4pm – 6pm inclusive. This is to allow for the extra parking required as children are picked up from school between these hours.

(b) The proposal to offer two residential parks to the occupants of 158 Papanui Road was rejected by the project team. Instead the existing unrestricted parking is recommended to be replaced with P120 restricted parking, which should be included with the Merivale Parking Strategy.

(c) The Merivale Mall area was redesigned to accommodate the concerns raised by the local business owners and managers, including the following amendments:

- A reduction in the number of on-street parking spaces lost through a re-design of the traffic lanes and cycle lanes
- Proposed left in and left out only turn restrictions at Mansfield Avenue and Office Road
- Investigation of time restricted parking for the Merivale area, which should be incorporated into the Merivale Parking Strategy.

(d) The existing bus stop is to remain outside St Georges Hospital.

(e) The request for traffic lights to include right turn arrows at the Papanui Road / Heaton St / Innes Road intersection was rejected by the project team. There has only been one right turn crash with a minor injury in the last five years according to the CAS database.

(f) The Papanui Road / Harewood Road shops area amendments include:

- Investigation of time restricted parking for this area
- Proposed angle parking spaces on Blair Avenue and Bellvue Avenue
- Installation of loading bays on Papanui Road and Harewood Road
- General improvements to the landscaping and street furniture in the area
- The northbound bus lane has been shortened by 3m to allow for the retention of the pedestrian build-out. This was amended as it was considered that it would be difficult to cross to the refuge island during the PM peak as pedestrians would have to cross two lanes of traffic.

(g) The alternative scheme designs proposed for the Merivale Mall area and the Papanui Road/Harewood Road area is shown in the plans at Attachment 1 (specifically Attachments 1F – 1H, and Attachments 1P – 1R).

(h) The Main North Road and Cranford Street intersection has been altered on the southbound approach and the southbound departure legs. The southbound approach has been modified by widening the 3.0m wide bus lane to 4.2m in width. It was considered that the amount of extra kerb widening required was minimal when compared to the kerb widening required for the inclusion of a 3.0m wide bus lane. This reduces the potential conflict between buses and cyclists as the lane previously narrowed to 3.0m on the approach to the limit line. The southbound departure leg of the intersection has been widened to accommodate three lanes as there is the potential that a bus could enter the intersection mid-green signal and three lanes would be required to merge into one. The merge lanes have been lengthened, which requires an extra length of kerb widening.

102. Consequently the key features of the Papanui Road / Main North Road bus priority route are:

(a) A 4.2m wide bus and cycle lane has been utilised as the main bus priority measure in the recommended scheme design. The 4.2m wide lane is the minimum width allowable for buses and cyclists to pass without either having to enter the adjacent traffic lane; this lane has adequate width when not in operation to allow the lane to be used as parking bays and allows a parallel cycle lane. A 4.2m wide bus lane (measured from the kerb

2. Cont'd

face to the centre line of the road marking) is the preferred width to be implemented on the corridor. It is noted that the NZ Supplement to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles recommends a combined bus/cycle lane width of 4.2m as the minimum appropriate width for a shared bus / cycle lane.

(b) Along the outbound corridor:

- The first section of bus lane begins on the northern side of the Holly Road pedestrian crossing. This section of bus lane allows buses to bypass the traffic queues stretching back from the Papanui Road / St Albans Street intersection.
- Due to the carriageway width constraints on Papanui Road from the St Albans Street intersection to the Aikmans Road intersection there are no plans for bus lanes through the Merivale Mall area. The narrow width here is due to the wide pedestrian footpath and parking required for shop access. It is important to retain this wide footpath as it provides safety and function for the large numbers of pedestrians in this area.
- Approaching the Aikmans Road intersection the approach lane designations have been altered allowing only buses to proceed straight through on a left turn signal and all through traffic to utilise the right lane. This requires the traffic light phasing to be altered to allow for the possibility of through traffic on the left turn phase.
- The bus can then proceed through the Aikmans Road intersection and into a section of bus and cycle lane which terminates approximately 50 metres prior to the limit line at Heaton Street where the bus will exit the bus lane and can proceed through the intersection in the left lane.
- Buses rejoin the normal traffic flow on the northbound leg of the Heaton Street / Innes Road intersection until the next section of bus lane commencing at Halton Street.
- This section of bus lane continues until approximately 50m from the Blighs Road intersection, where the bus can proceed through the intersection in the left lane.
- The bus lane continues north of the Blighs Road intersection and ends approximately 60m from the Harewood Road intersection.
- Due to the constraints of the corridor buses continuing through this intersection onto Main North Road will need to rejoin the traffic lane at this point. This could cause a delay in the bus journey.
- The shops around this area restrict the corridor width and the footpath is narrower than preferred, therefore there is little possibility of widening the carriageway at this location.
- The next section of bus lane outbound begins approximately 80m north of Sawyers Arms Road and continues to the limit line at the Cranford Street intersection.
- The bus lane continues immediately after the intersection and continues northbound, ending approximately 50m prior to the limit line at the QEII Drive / Northcote Road intersection.
- Buses turning left can enter the left turn lane at the end of the bus lane and the Orbiter bus service which turns right at this intersection will need to re-enter the traffic flow well before the intersection to allow for the traffic queue length.
- Buses travelling straight through the intersection onto Main North Road will need to re-enter the traffic flow; however, this will depend on the outcome of Transit New Zealand's bus priority investigations for the State Highway section of Main North Road.

(c) Along the inbound corridor:

- The inbound bus lane begins approximately 50m south of the QEII Drive / Northcote Road intersection. This section continues as a 4.2m wide lane until the Cranford Street intersection, where it reduces to 3.0m width.
- This is to allow the bus to reach the limit line in a bus lane then receive a 'B-signal' and a 'head start' on the traffic flow. The intersection width on the south side of the intersection is wide enough to allow for the bus to merge into the traffic flow.
- The next section of inbound bus lane begins after the Halliwell Street intersection and ends approximately 50m before the Mary Street intersection where the bus can go straight ahead in the left hand lane.

2. Cont'd

- The bus lane then continues after the Mary Street intersection for approximately 160m before the bus will then have to rejoin the traffic flow to proceed straight through onto Papanui Road or right into Harewood Road.
- The next section of bus lane begins south of Tomes Road and continues inbound to approximately 50m prior to the Innes Road / Heaton Street intersection.
- The bus can proceed through the intersection in the left lane.
- Buses will travel in the traffic lane until reaching the south side of the Holly Road pedestrian crossing and enter a section of bus lane which runs to approximately 50m prior to the limit line at the Bealey Avenue intersection.

(d) The bus lanes in both the inbound and outbound direction will operate as part-time bus lanes.

- 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.

(e) Varying lengths of 1.5m wide cycle lanes against the kerb, 1.8m wide cycle lanes against parking and 4.2m wide shared bus and cycle lanes, ensure that cyclists have a lane along almost the entire corridor.

- During the operational bus lane hours, cyclists travel along side buses in the shared bus / cycle lanes. The 4.2m wide lane has the required width to allow cycles and buses to pass each other without the need to enter the adjacent traffic lane.
- Outside the operational bus lane hours, when the lane is operating as parking bays, there remains more than adequate width for the cyclists to continue using this lane. There will be 2.2m of width available next to 2.0m wide parking spaces.
- The cycle boxes proposed at the intersection are designed to the Christchurch City Council Standard Specifications in conjunction with the *New Zealand Supplement to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles*.

103. Thus, the scheme design was designed in accordance with the relevant standards and guidelines to attempt to achieve the aims and objectives for the project, to meet the requirements of the residents and businesses and to maintain the existing flow of traffic with the minimum of additional delays. The aims and objectives set by the Council in 2006 were:

- Bus journey times should be no more than 125% of that of a car journey
- 90% of trips within three minutes of the scheduled arrival time at timing points and 95% of trips within five minutes of the scheduled arrival time
- A target of 26 km/hr average over all bus routes was set by Environment Canterbury, which should be achieved where possible.

104. The scheme was modelled using S-Paramics micro-simulation software. The existing route was surveyed and modelled using the software to replicate the current traffic situation. The option was then input into the model and the effects on the traffic flow analysed.

105. The scheme design does not fully achieve all of the aims and objectives throughout both of the peak periods. The 26 km/hr target was not achieved during the AM peak in the southbound direction or the PM peak in the northbound direction. It should be noted; however, that the average vehicle journey times do not reach the 26 km/hr target either.

106. The objective that bus journey times should be no more than 125% of that of a car journey is achieved over the majority of the peak periods. This objective is not achieved between 1400 and 1530 on the northbound route.

2. Cont'd

107. Due to the proposed bus lanes not being continuous on both the northbound and southbound routes some buses still become stuck in queuing traffic during the peak travel periods. The option of extending the bus lanes to allow for the extreme queuing was investigated but due to further kerb widening and the potential car parking loss in a commercial area the option was not taken further. The proposed bus lanes handle the expected traffic flows quite well and improve the journey times and the reliability of the bus services using them.

108. It is considered that an appropriate balance has been achieved between the aims and objectives and the existing requirements of the corridor. Although not all of the aims and objectives were fully achieved, it is considered that unless the majority of parking was removed or the carriageway widened significantly in numerous locations these objectives would not be met. The disruption to the traffic flow, residents and local businesses would be great and possibly detract from the positive impacts of the bus priority scheme.

109. Undertaking pavement re-marking and implementing bus lanes at peak times along Papanui Road and a section of Main North Road will decrease bus travel times. It is thus recommended that the Council proceed with the preferred option, which meets the aims and objectives as best it can and provides the community and road users with an effective bus priority system.

Bus lane markings

110. 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, 50m prior to a left turn into an intersection, and not more than 100m 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 100m and at each side street.

Enforcement

111. As noted above, 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.

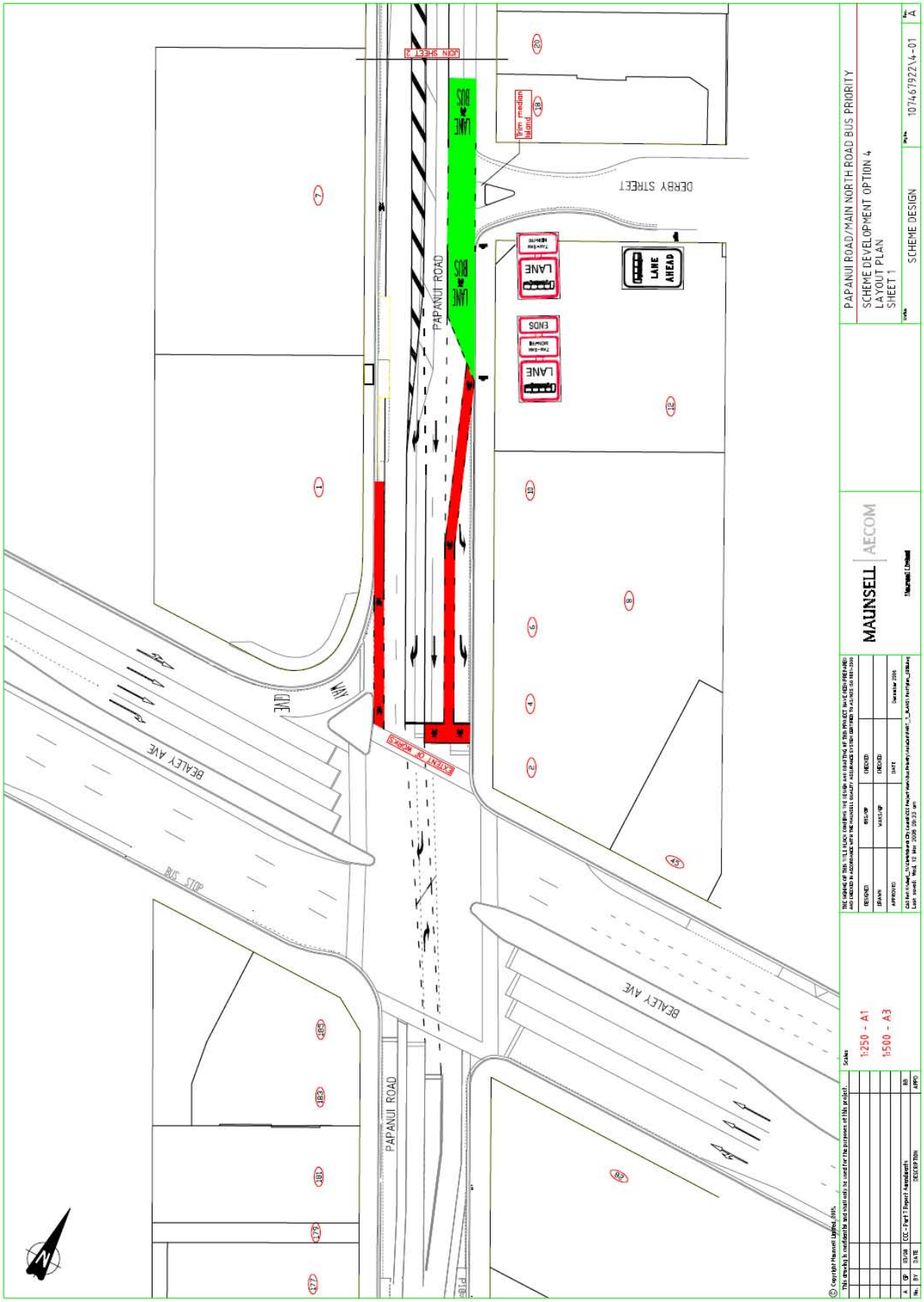
112. Enforcement of the bus lane and other bus priority measures is crucial due to the risk of non compliance by other road users. An occasional use of bus private measures by private vehicles can initially have little effect on the performance of the measure; however, if the trend is allowed to continue it could quickly become a widespread problem and risk the functionality of the measure entirely.

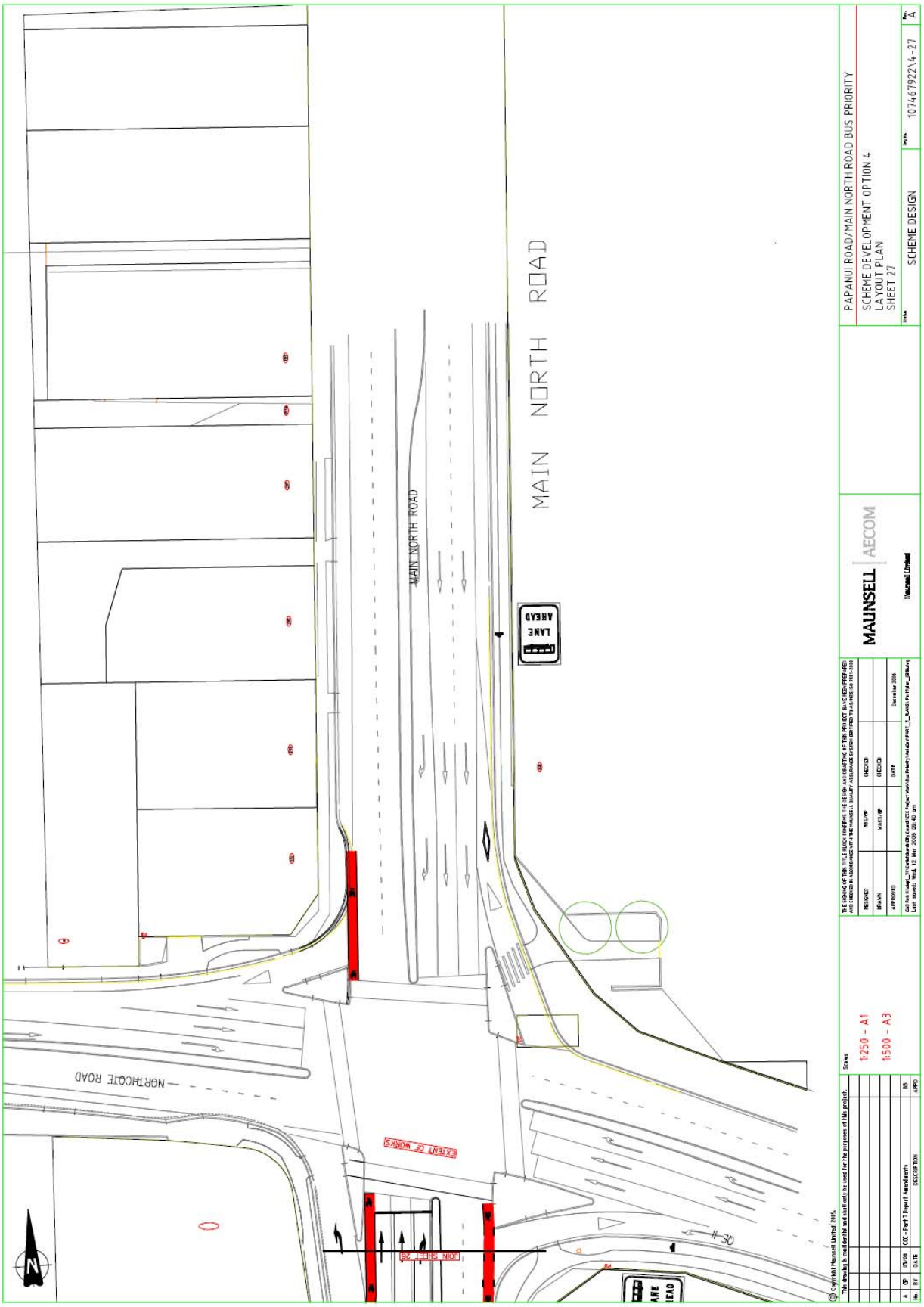
113. All moving violations in Christchurch are currently the responsibility of the NZ Police. The Council's enforcement team is undertaking the process to obtain delegated powers from the Commissioner of Police to warrant local officers as "enforcement officers", which allows them to enforce moving vehicle offences.

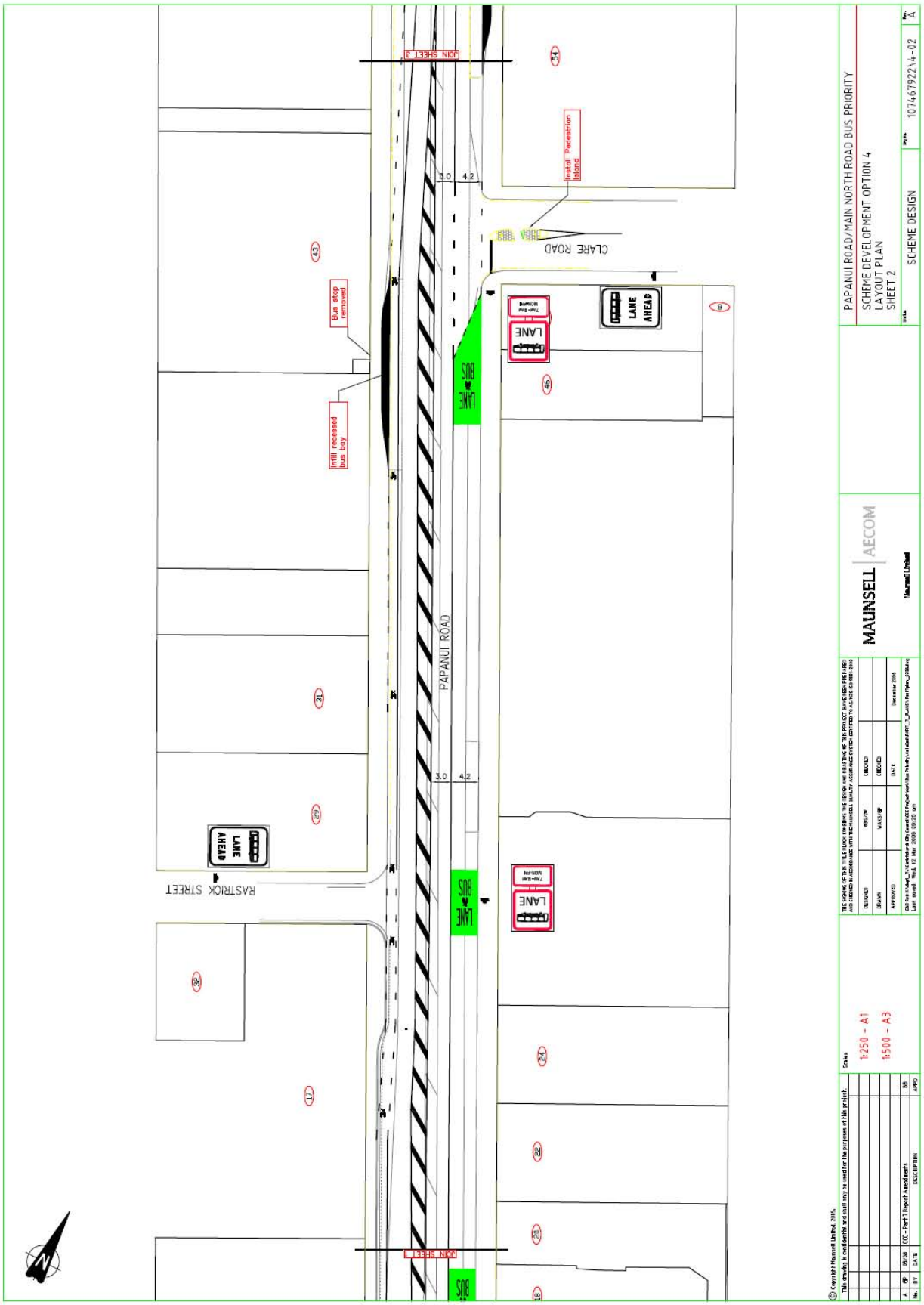
114. The Council can and does enforce stationary vehicle offences such as parking in special vehicle lanes. Parking in special vehicle lanes could be a major issue along the entire route both in the inbound and outbound peaks. If vehicles remain parked in the bus lane during peak hours the bus will then 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.

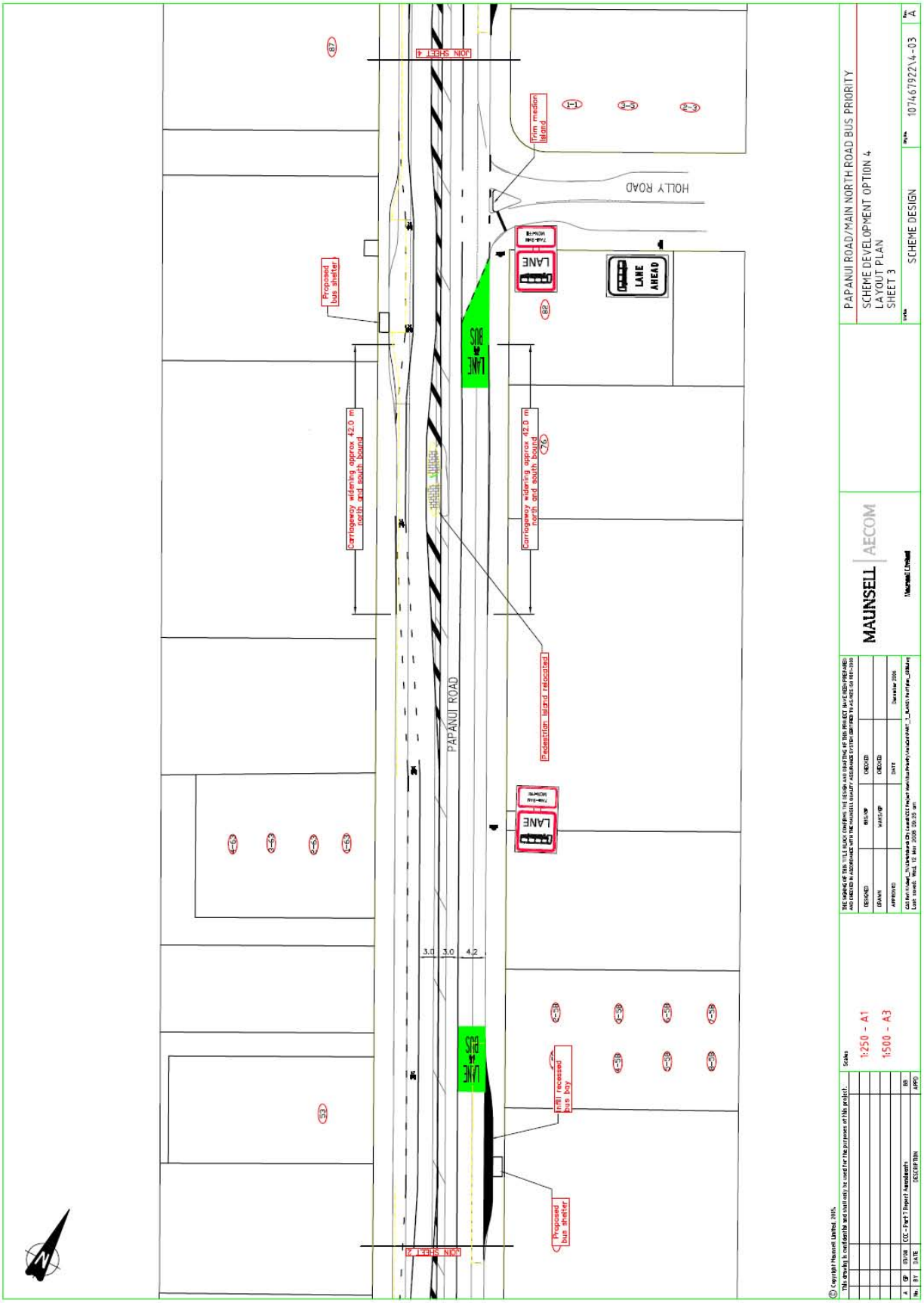
EDUCATION CAMPAIGN

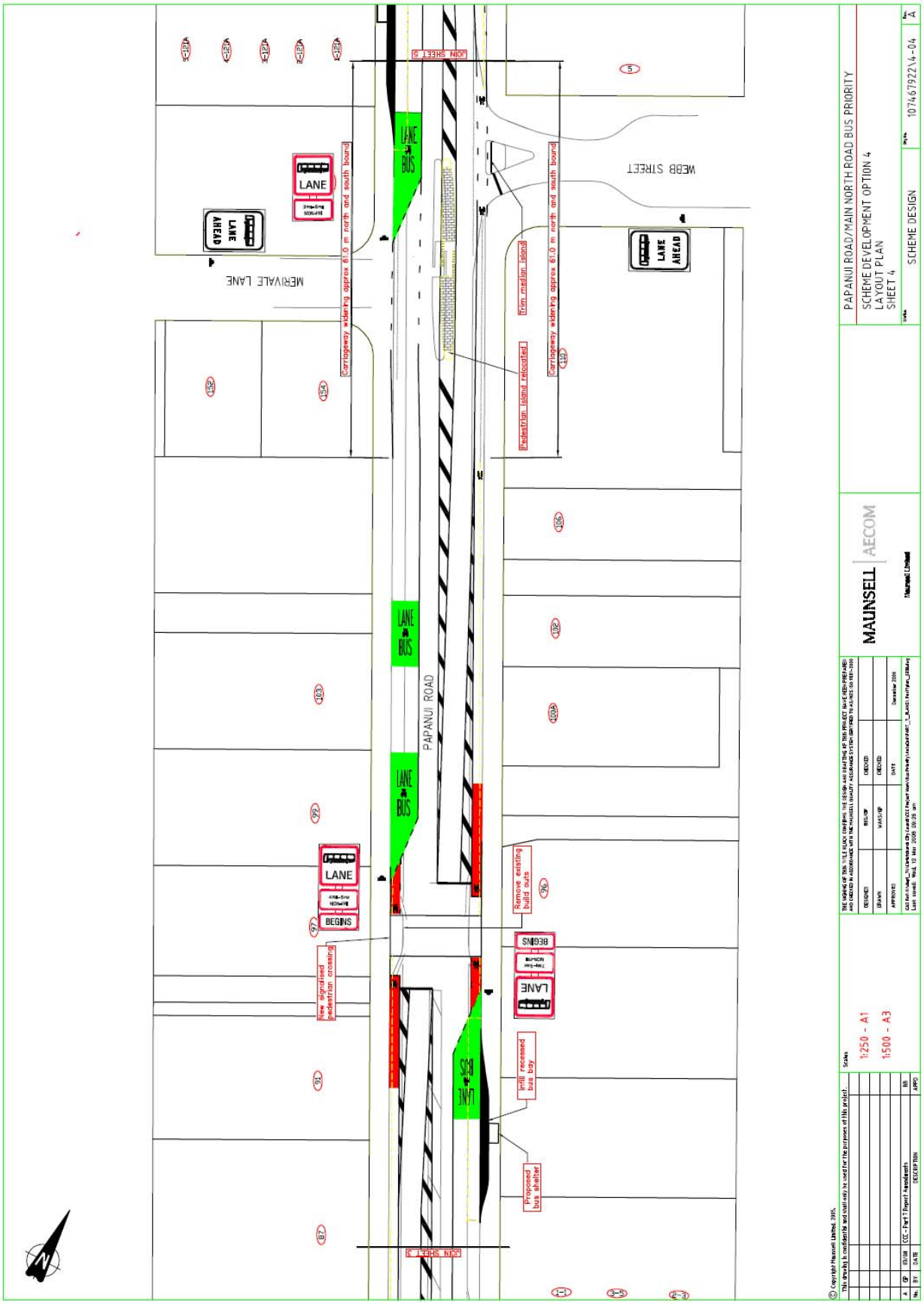
115. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Papanui route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

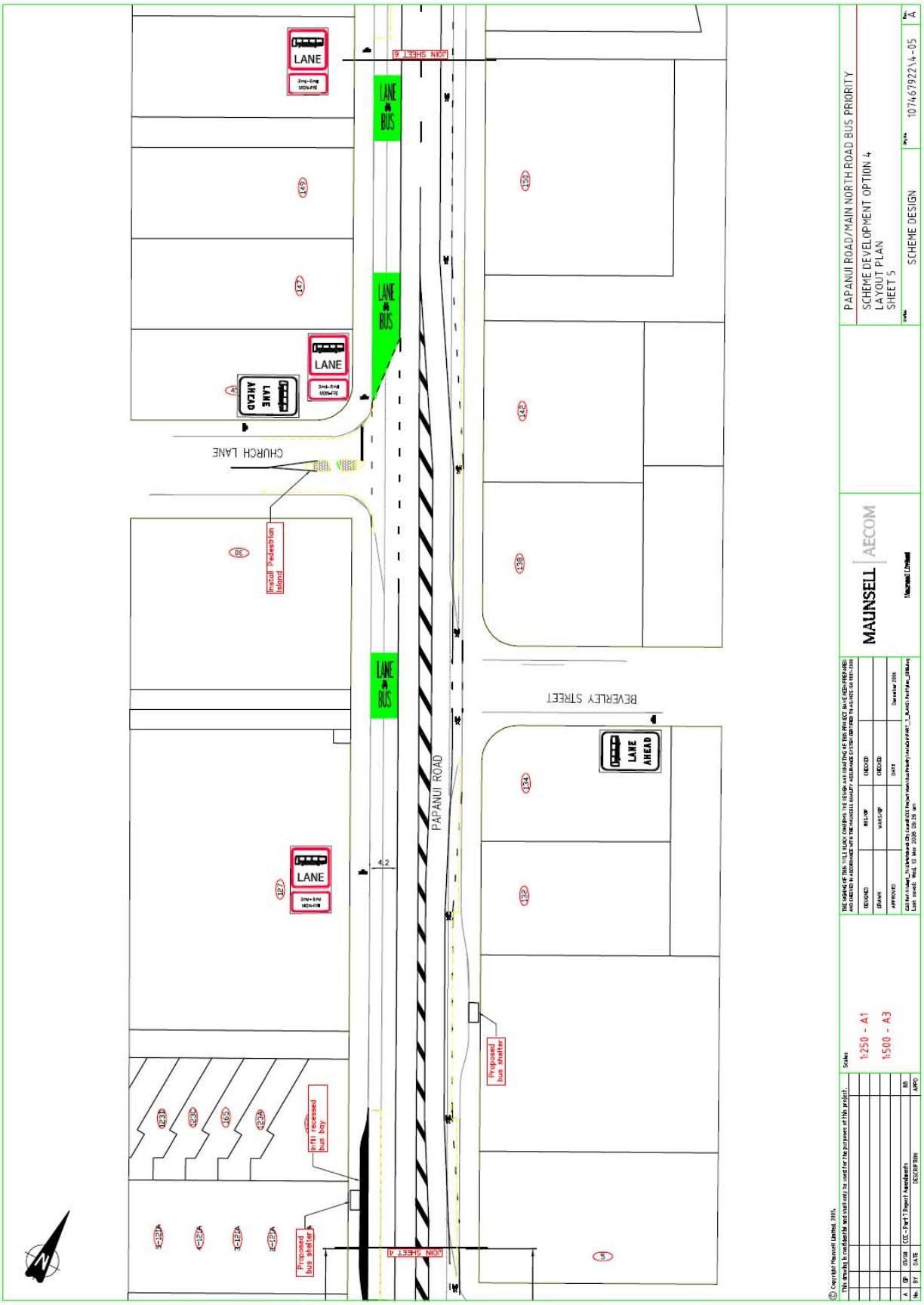

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 1
SCHEME DESIGN
1074679224-01
MAUNSELL AECOM
PAPANUI ROAD
DERBY STREET
BEALEY AVE
BUS LANE
LANE AHEAD
BUS STOP
EXTENT OF WORKS
JOIN SHEET 2
1:250 - A1
1:500 - A3

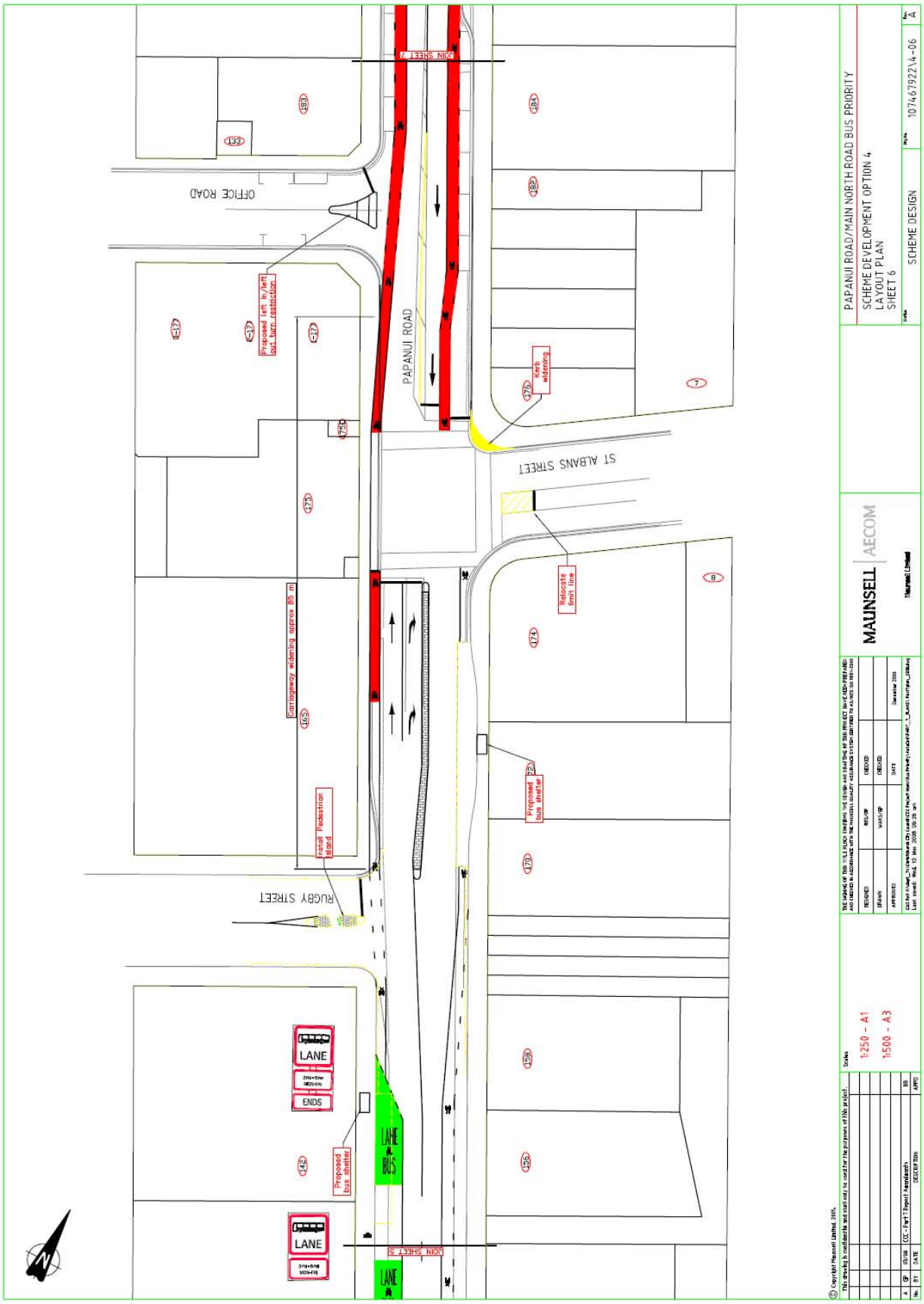

MAIN NORTH ROAD
MAIN NORTH ROAD
NORTHCOTE ROAD
EXTENT OF WORKS
MAIN SHEET 28
LANE AHEAD
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 27
SCHEME DESIGN
1074679224-27
MAUNSELL AECOM
1:250 - A1
1:500 - A3

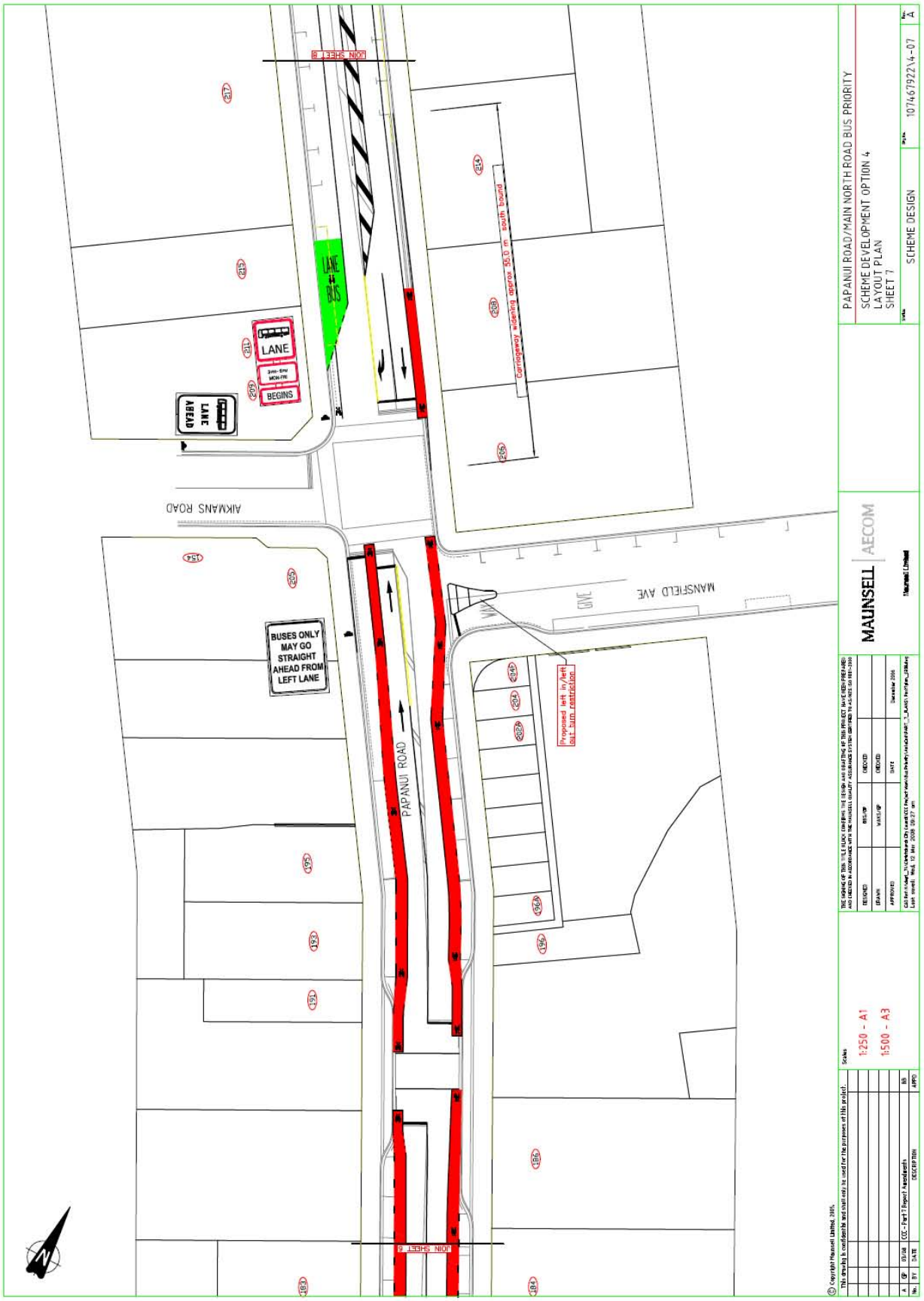

PAPANUI ROAD
CLARE ROAD
RASTRICK STREET
Bus stop removed
Infill recessed bus bay
Install Pedestrian Island
LANE AHEAD
LANE BUS
LANE
3.0
4.2
JOIN SHEET 3
JOIN SHEET 1
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 2
SCHEME DESIGN
1074679221\4-02
MAUNSELL AECOM
1:250 - A1
1:500 - A3

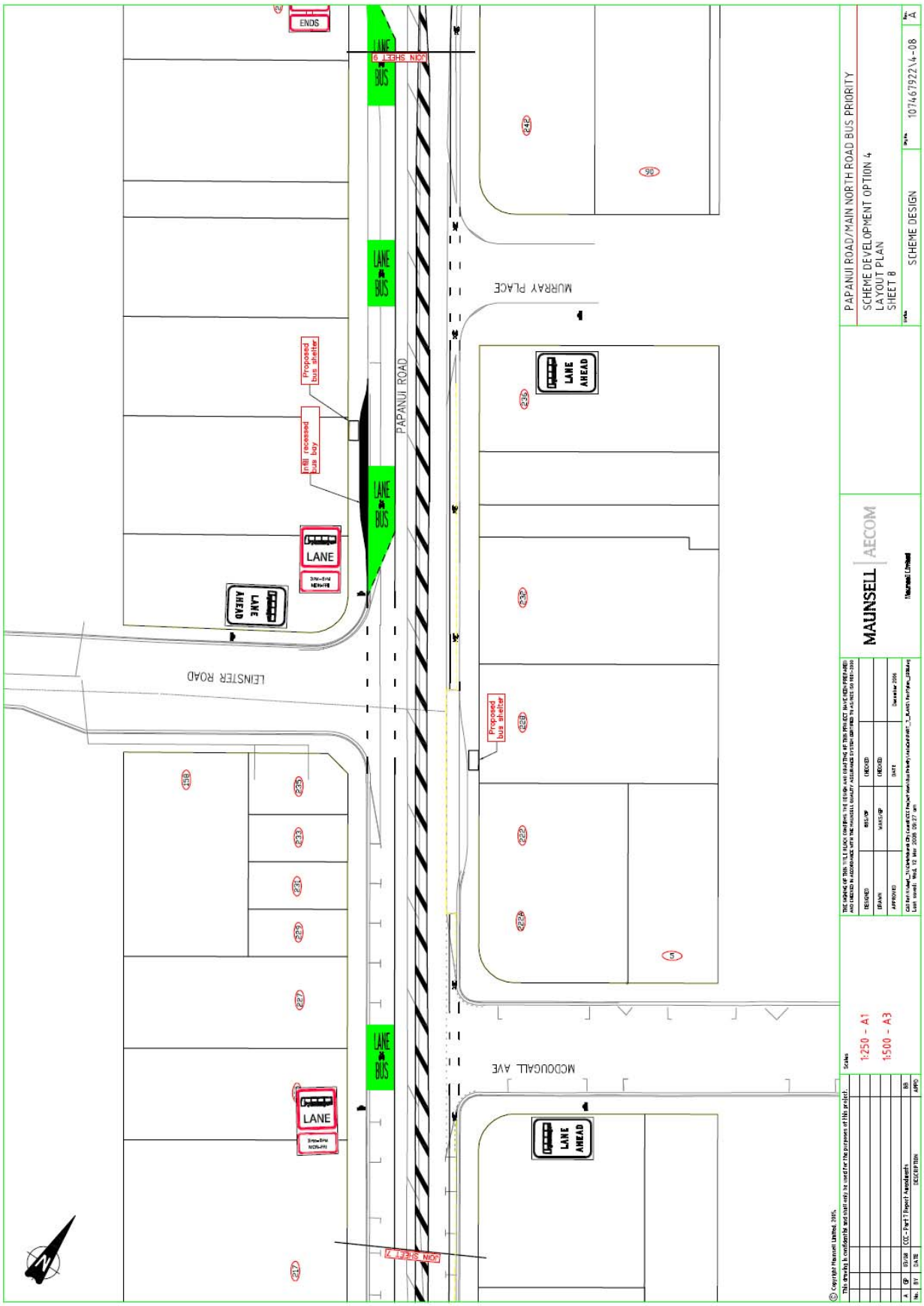

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 3
SCHEME DESIGN
1074679221\4-03
MAUNSELL AECOM
PAPANUI ROAD
HOLLY ROAD
JOIN SHEET 4
JOIN SHEET 2
Trim median island
Proposed bus shelter
Carriageway widening approx 42.0 m north and south bound
Potential island relocated
Infill recessed bus bay
LANE BUS
LANE
LANE AHEAD
3.0
3.0
4.2
1:250 - A1
1:500 - A3

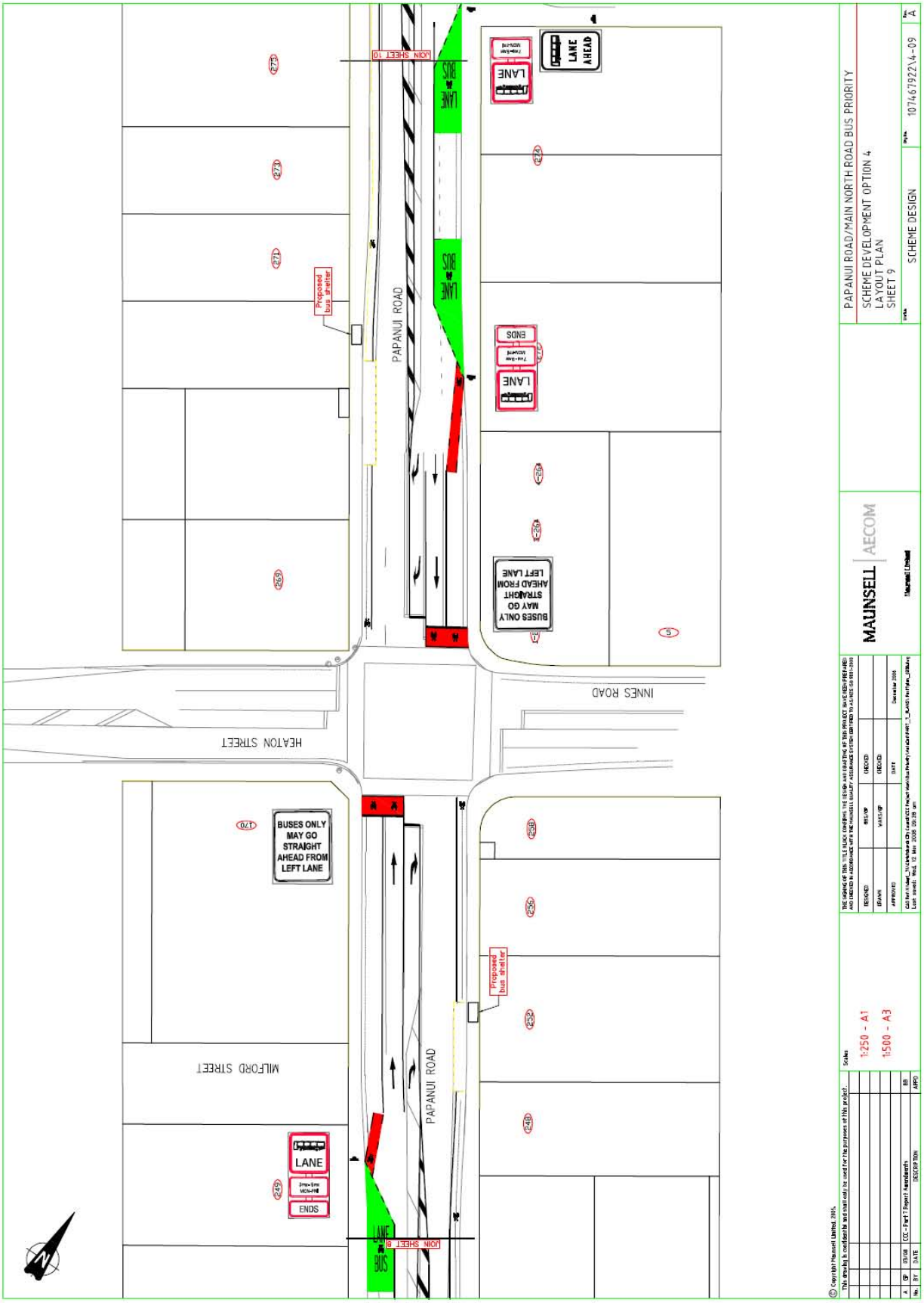

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 4
SCHEME DESIGN
MAUNSELL AECOM
PAPANUI ROAD
MERIVALE LANE
WEBB STREET
LANE BUS
LANE AHEAD
LANE
BEGINS
Carriageway widening approx 6.0 m north and south bound
Trim median island
Pedestrian island relocated
New signalised pedestrian crossing
Remove existing build outs
Infill recessed bus bay
Proposed bus shelter
JOIN SHEET 5
JOIN SHEET 3
1:250 - A1
1:500 - A3

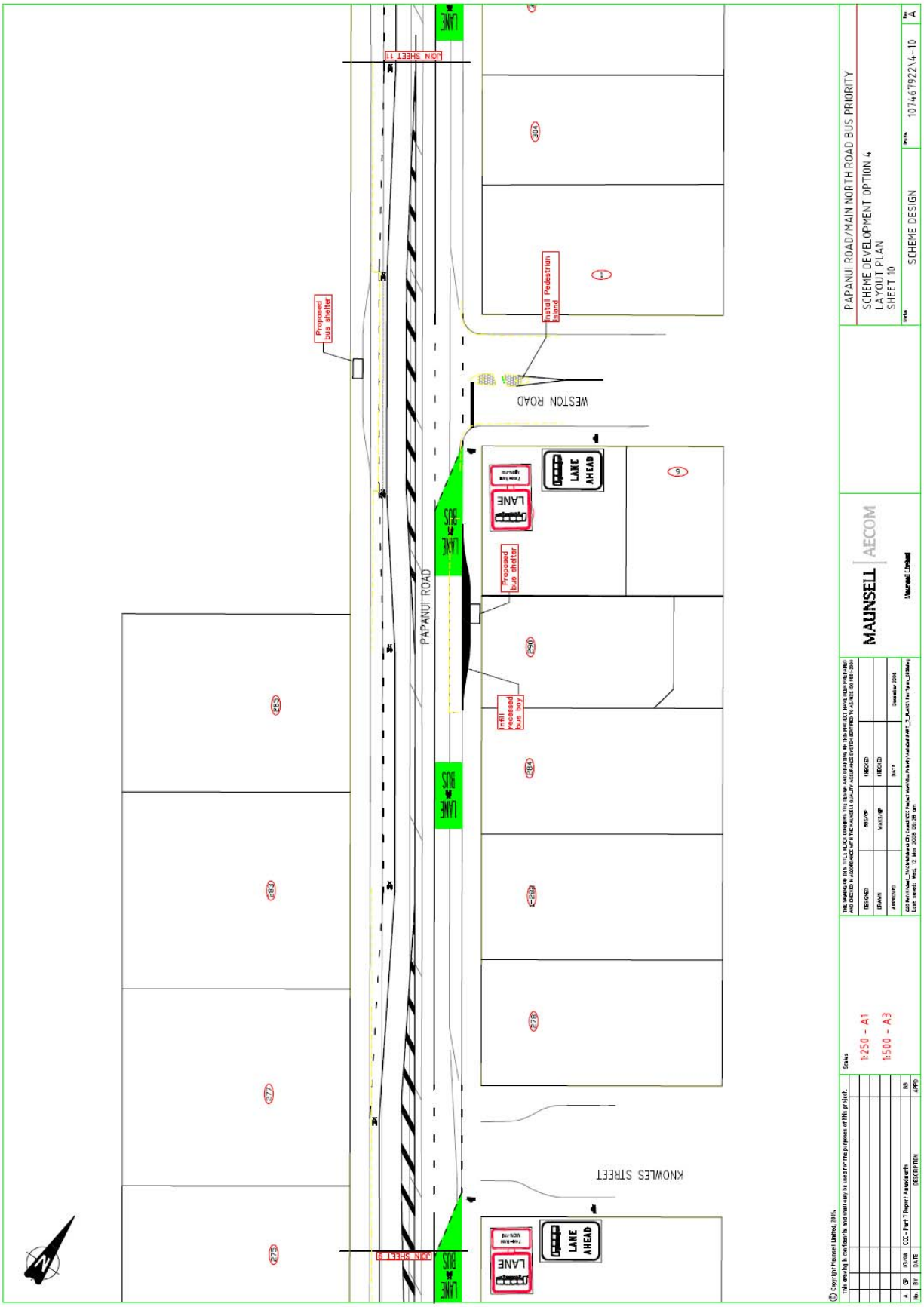

LANE
LANE BUS
LANE AHEAD
CHURCH LANE
PAPANUI ROAD
BEVERLEY STREET
Install Pedestrian Island
Proposed bus shelter
Infill recessed bus bay
JOIN SHEET 4
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 5
SCHEME DESIGN
1:250 - A1
1:500 - A3
MAUNSELL AECOM

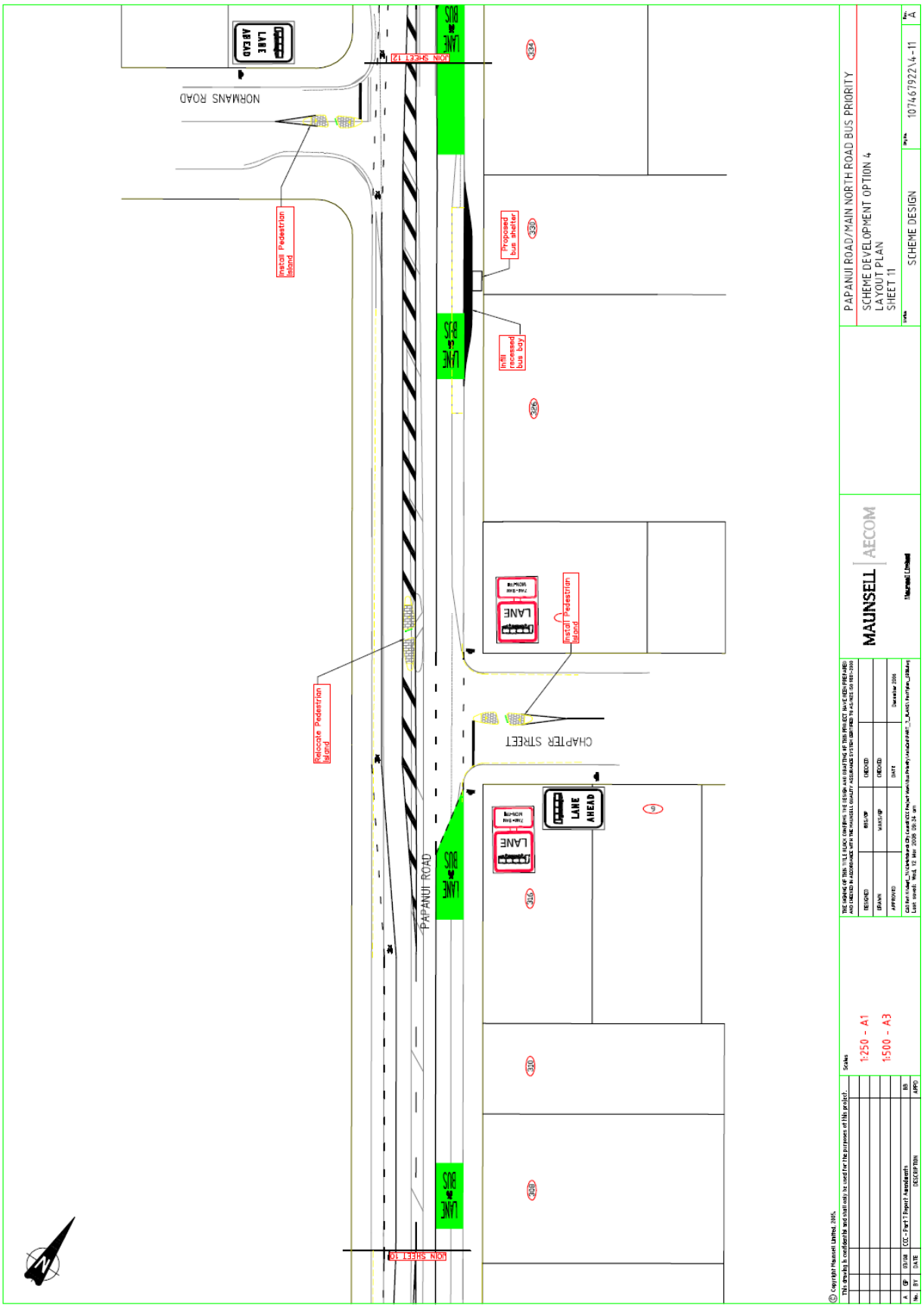

PAPANUJI ROAD
OFFICE ROAD
ST ALBANS STREET
RUGBY STREET
JOIN SHEET 7
JOIN SHEET 8
Proposed left in/left out turn restriction
Kerb widening
Carriageway widening approx 85 m
Relocate kerb line
Install Pedestrian Island
Proposed bus shelter
Proposed bus shelter
LANE
ENDS
LANE
BUS
LANE
PAPANUJI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 6
SCHEME DESIGN
1074679221\4-06
MAUNSELL AECOM
1:250 - A1
1:500 - A3

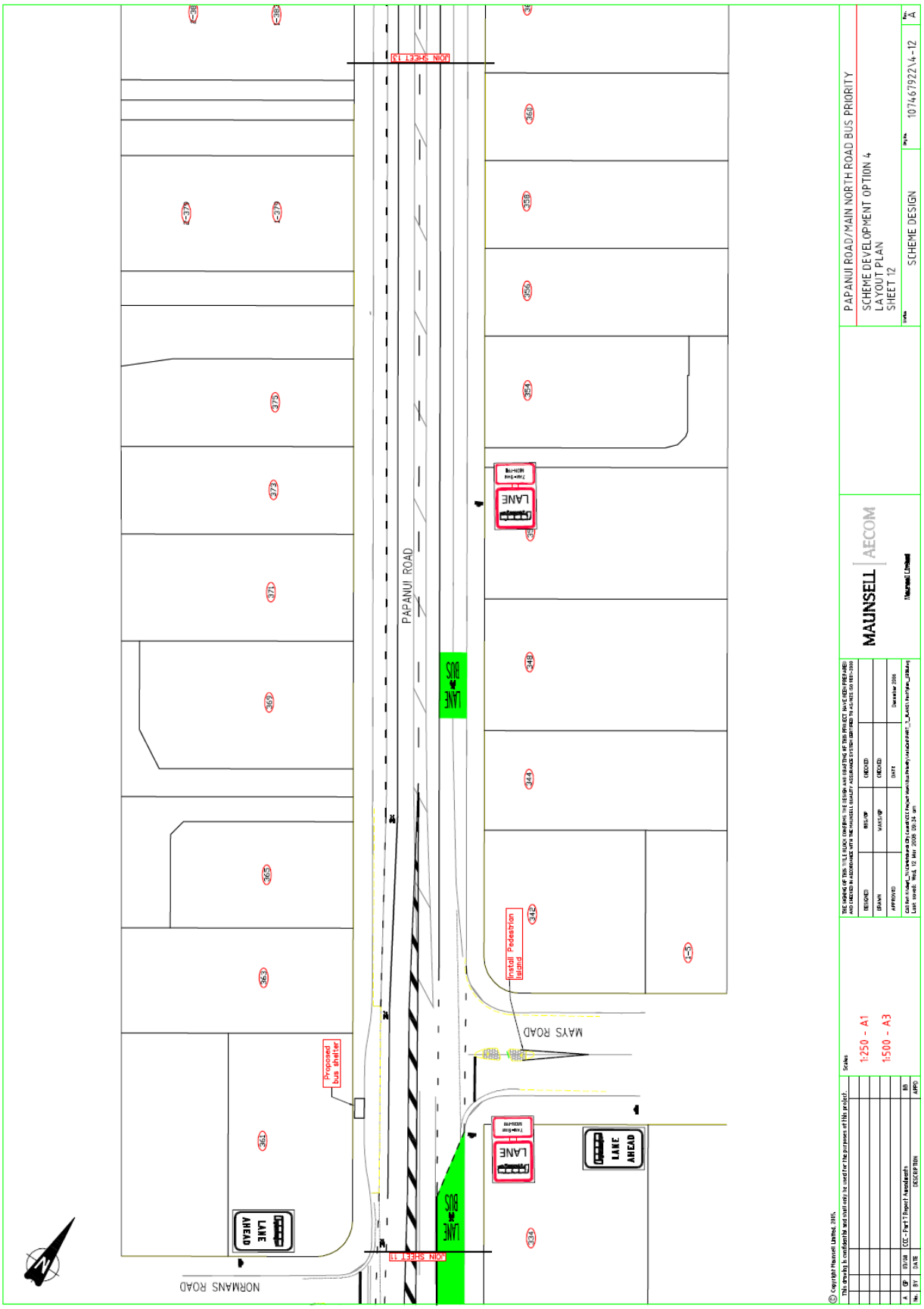

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 7
SCHEME DESIGN
107467922\4-07
MAUNSELL AECOM
AIKMANS ROAD
MANSFIELD AVE
PAPANUI ROAD
JOIN SHEET 8
JOIN SHEET 6
LANE
BUS
LANE AHEAD
BEGINS
BUSES ONLY MAY GO STRAIGHT AHEAD FROM LEFT LANE
Carriageway widening approx 50.0 m south bound
Proposed left in/left out turn restriction
1:250 - A1
1:500 - A3

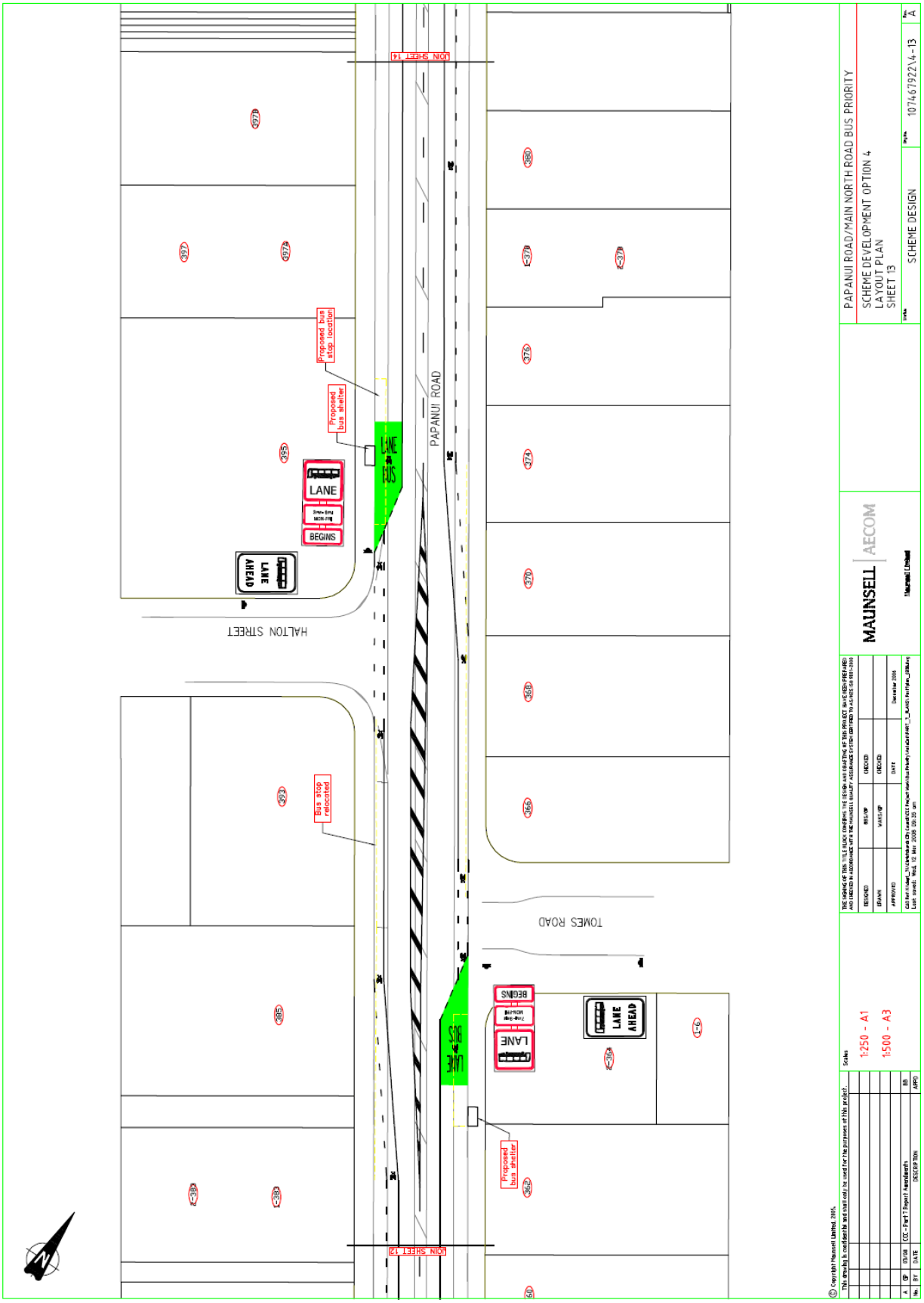

ENDS
LANE BUS
JOIN SHEET 8
PAPANUI ROAD
MURRAY PLACE
LANE AHEAD
Proposed bus shelter
infill recessed bus bay
LANE
LEINSTER ROAD
MCDOUGALL AVE
JOIN SHEET 7
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 8
SCHEME DESIGN
1074677922\4-08
MAUNSELL AECOM
1:250 - A1
1:500 - A3

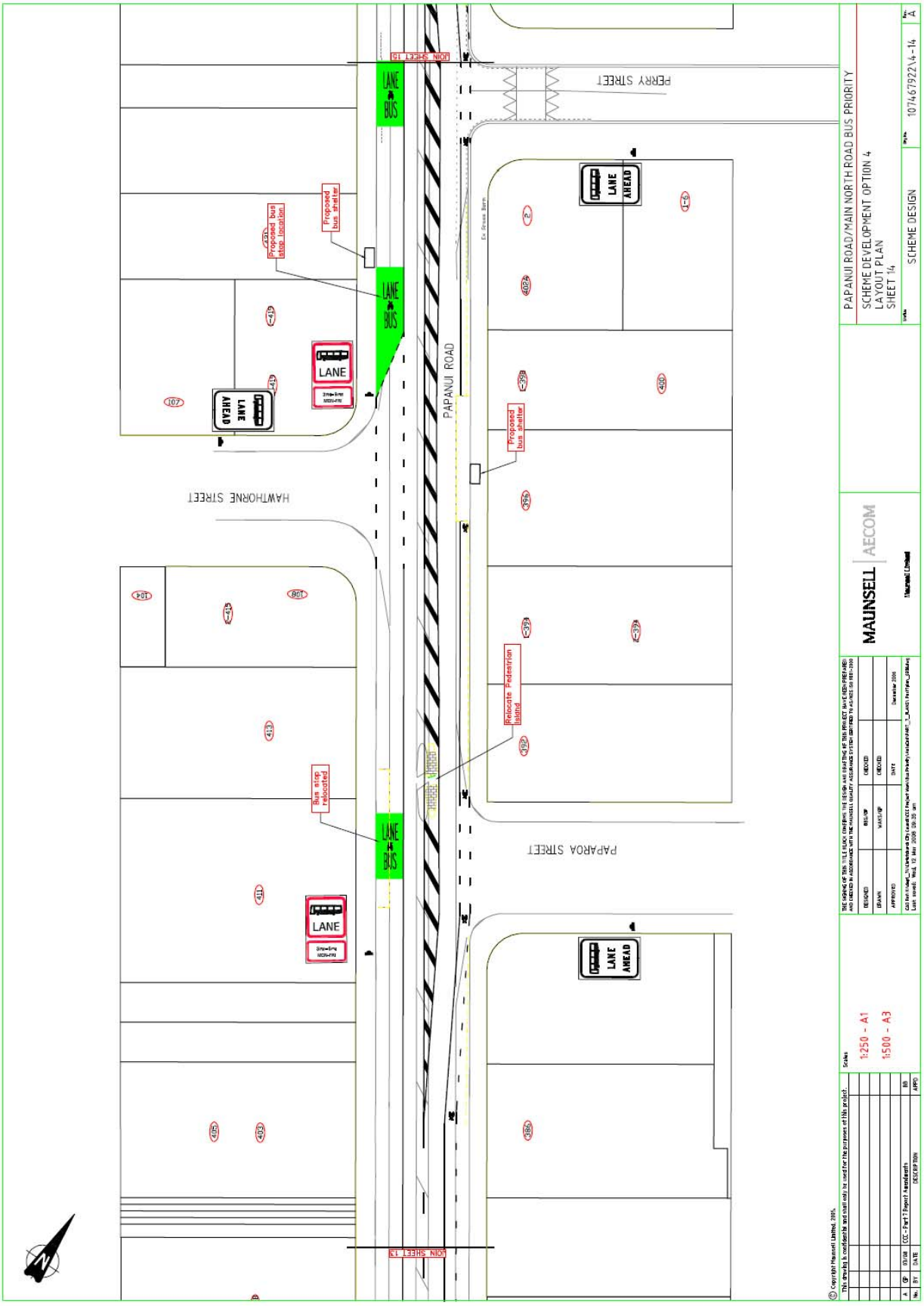

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 9
SCHEME DESIGN
1074679224-09
MAUNSELL AECOM
PAPANUI ROAD
HEATON STREET
INNES ROAD
MILFORD STREET
JOIN SHEET 10
JOIN SHEET 8
Proposed bus shelter
Proposed bus shelter
BUSES ONLY MAY GO STRAIGHT AHEAD FROM LEFT LANE
BUSES ONLY MAY GO STRAIGHT AHEAD FROM LEFT LANE
LANE
BUS
LANE AHEAD
LANE
ENDS
LANE
ENDS
LANE
BUS
1:250 - A1
1:500 - A3

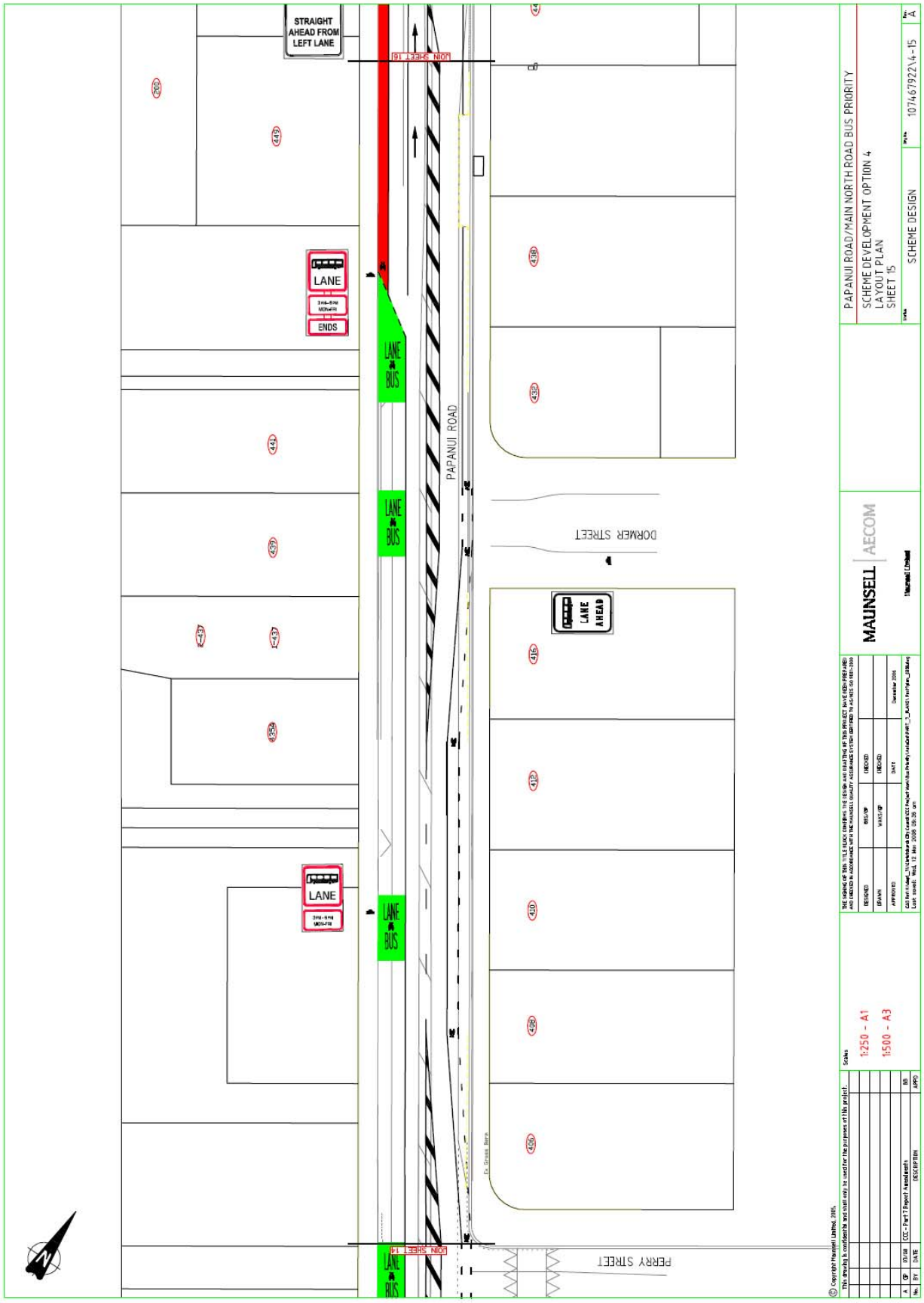

PAPANUI ROAD
WESTON ROAD
KNOWLES STREET
JOIN SHEET 11
JOIN SHEET 9
Proposed bus shelter
Install Pedestrian Island
Proposed bus shelter
Install Accessed bus bay
LANE
BUS LANE
LANE AHEAD
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 10
SCHEME DESIGN
1074679224\4-10
MAUNSELL AECOM
1:250 - A1
1:500 - A3

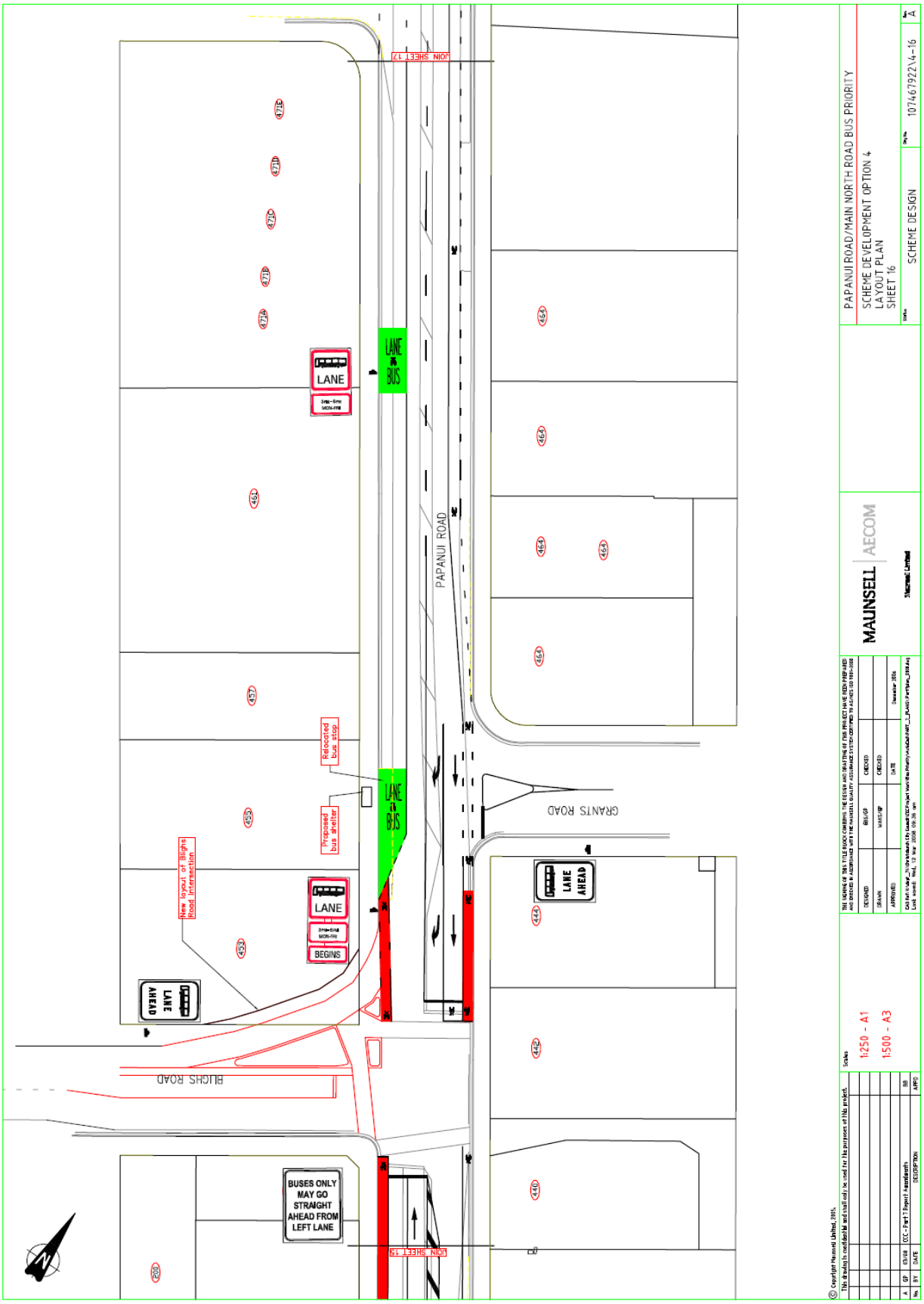

NORMANS ROAD
LANE AHEAD
JOIN SHEET 12
LANE BUS
Install Pedestrian Island
Proposed bus shelter
Infill recessed bus bay
Relocate Pedestrian Island
Install Pedestrian Island
CHAPTER STREET
PAPANUI ROAD
LANE AHEAD
JOIN SHEET 10
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 11
SCHEME DESIGN
1074679224-11
MAUNSELL AECOM
1:250 - A1
1:500 - A3

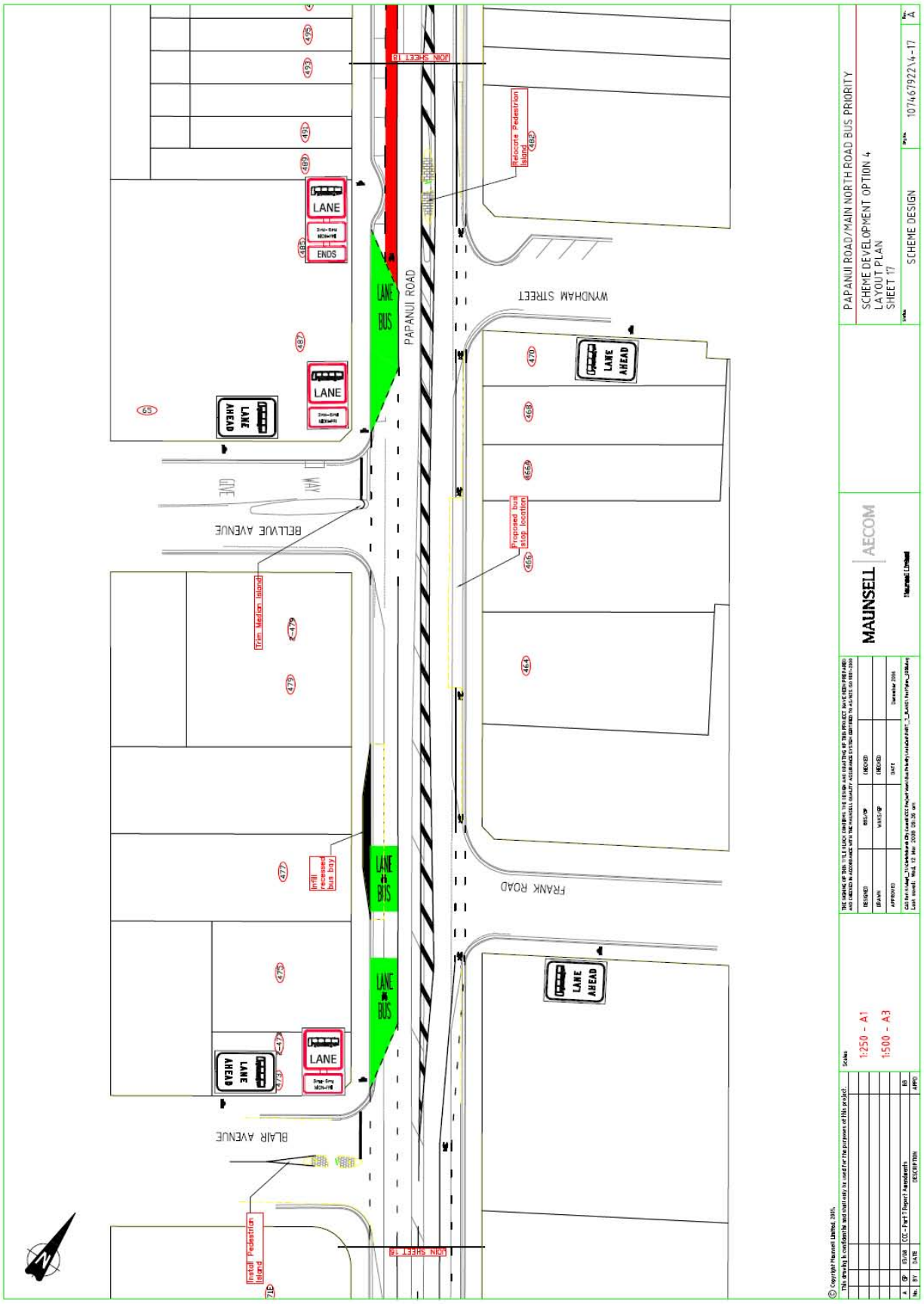

PAPANUI ROAD
NORMANS ROAD
MAYS ROAD
LANE
BUS LANE
LANE AHEAD
Proposed bus shelter
Install Pedestrian Island
JOIN SHEET 13
JOIN SHEET 11
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 12
SCHEME DESIGN
1074679224-12
MAUNSELL AECOM
1:250 - A1
1:500 - A3

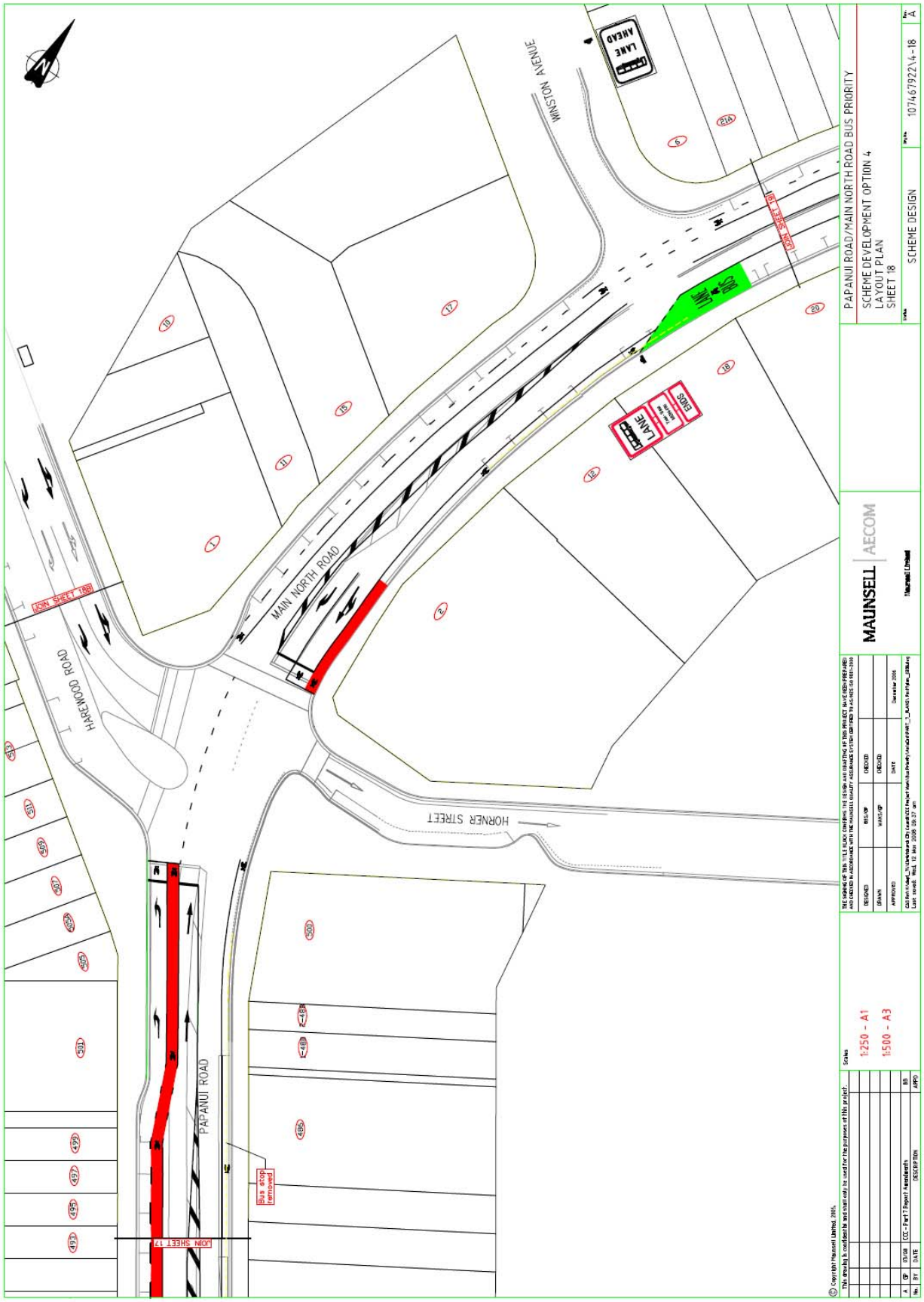

PAPANUI ROAD
HALTON STREET
TOMES ROAD
JOIN SHEET 14
JOIN SHEET 13
Proposed bus stop location
Proposed bus shelter
Bus stop relocated
Proposed bus shelter
BUS LANE
LANE
BEGINS
LANE AHEAD
BEGINS
LANE
LANE AHEAD
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 13
SCHEME DESIGN
1074679224/4-13
MAUNSELL AECOM
1:250 - A1
1:500 - A3

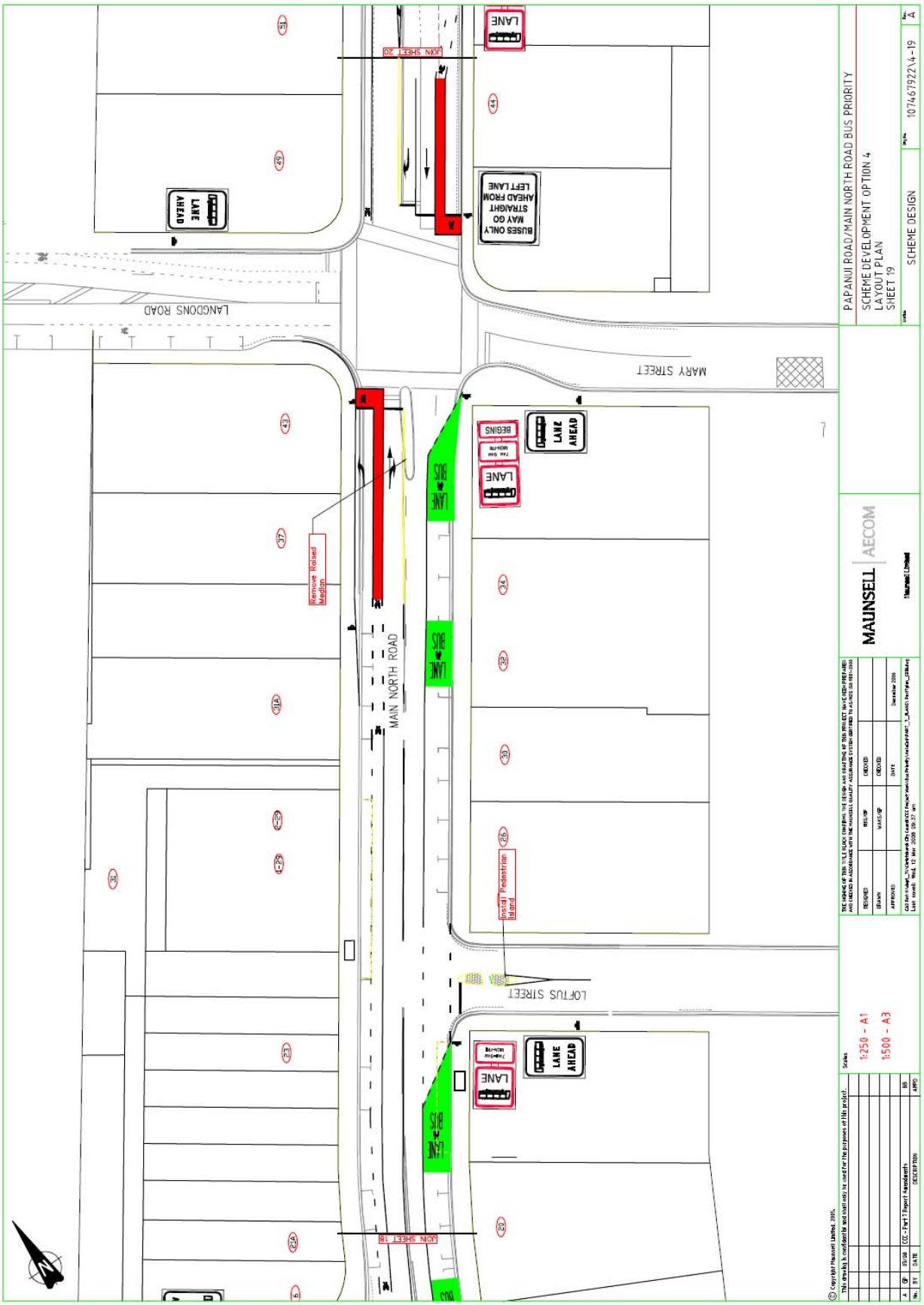

PAPANUI ROAD
PERRY STREET
HAWTHORNE STREET
PAPAROA STREET
LANE
BUS
LANE AHEAD
Proposed bus shelter
Proposed bus stop location
Bus stop relocated
Relocate Pedestrian island
JOIN SHEET 15
JOIN SHEET 13
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 14
SCHEME DESIGN
MAUNSELL AECOM
1:250 - A1
1:500 - A3

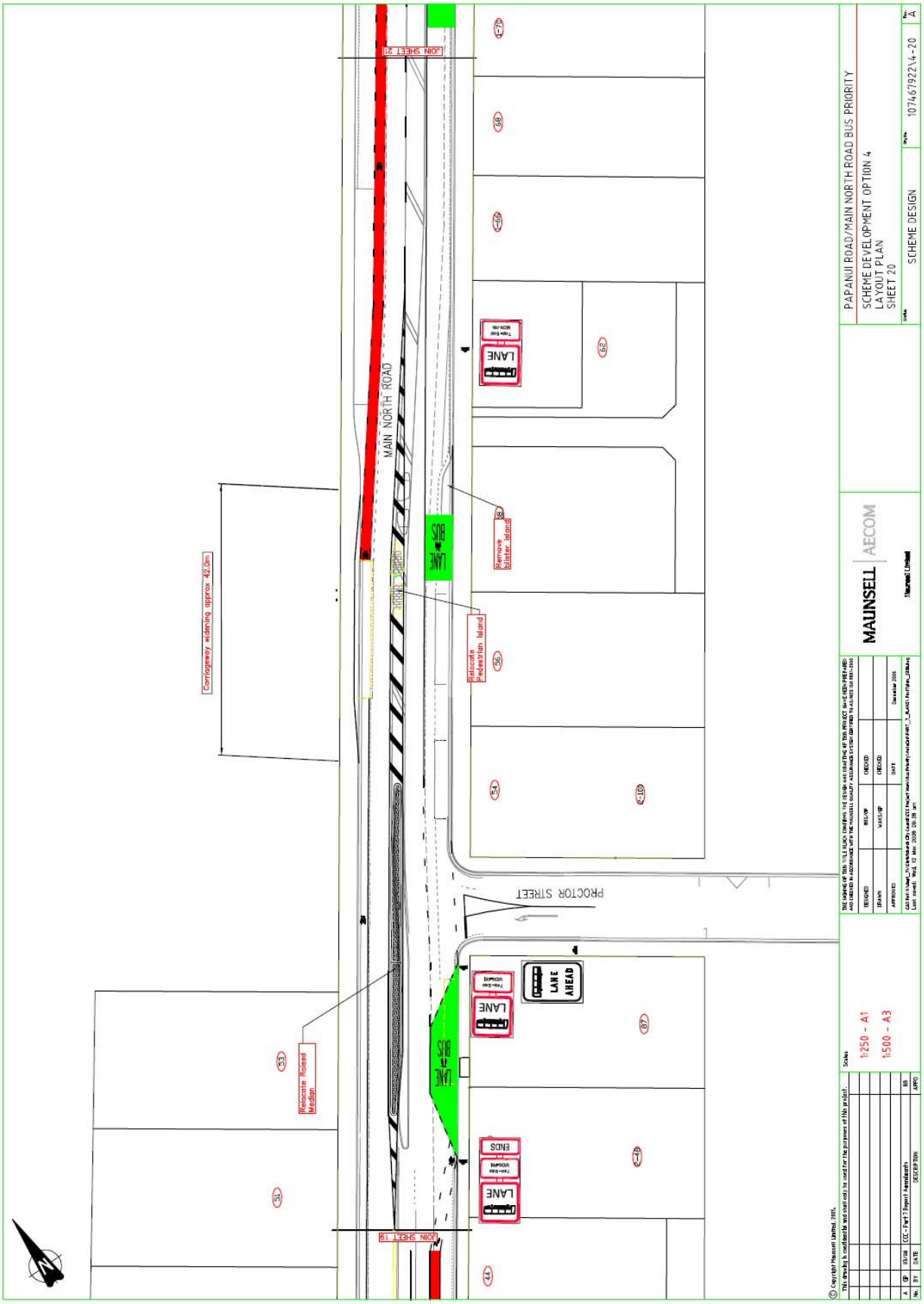

STRAIGHT AHEAD FROM LEFT LANE
JOIN SHEET 16
LANE ENDS
LANE BUS
PAPANUI ROAD
DORMER STREET
LANE AHEAD
PERRY STREET
JOIN SHEET 14
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 15
SCHEME DESIGN
1074679224-15
MAUNSELL AECOM
1:250 - A1
1:500 - A3

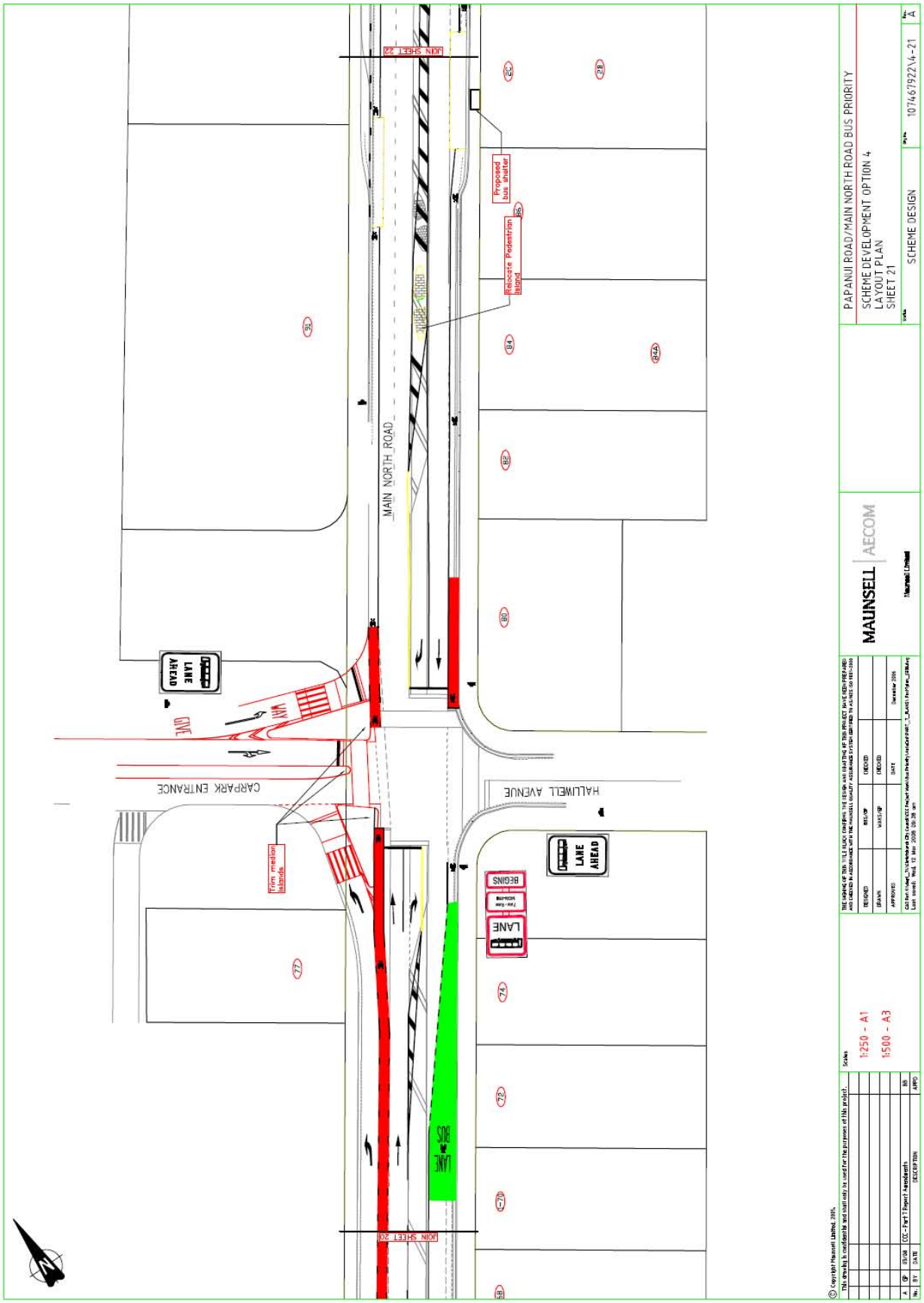

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 16
SCHEME DESIGN
1074679224-16
MAUNSELL AECOM
PAPANUI ROAD
GRANTS ROAD
BLIGHS ROAD
JOIN SHEET 17
JOIN SHEET 15
LANE
BUS LANE
BUS LANE BEGINS
LANE AHEAD
Relocated bus stop
Proposed bus shelter
New layout of Blighs Road intersection
BUSES ONLY MAY GO STRAIGHT AHEAD FROM LEFT LANE
1:250 - A1
1:500 - A3

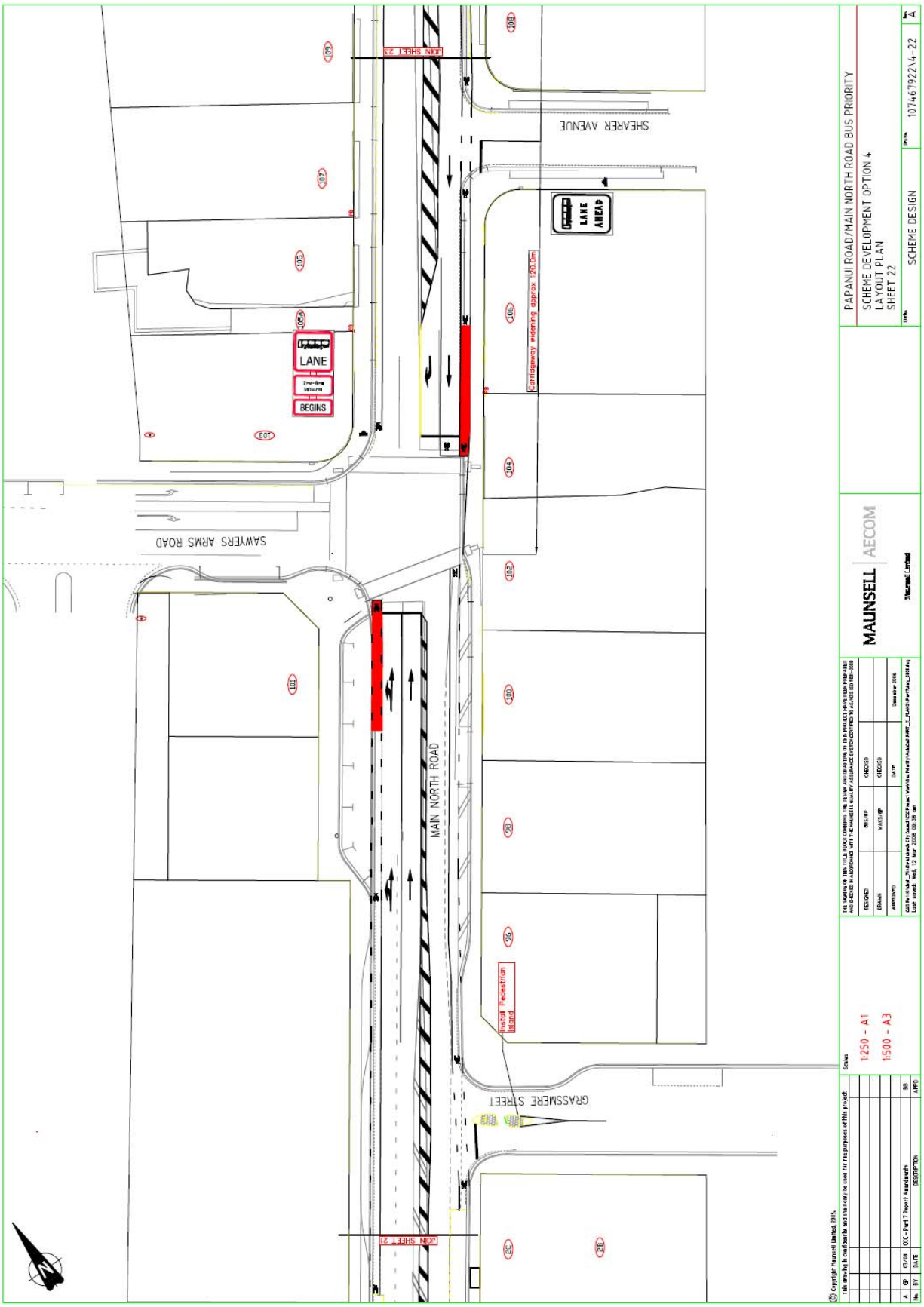

PAPANUI ROAD
WYNDHAM STREET
FRANK ROAD
BELLVUE AVENUE
BLAIR AVENUE
LANE
BUS
ENDS
LANE AHEAD
JOIN SHEET 18
JOIN SHEET 16
Relocate Pedestrian Island
Proposed bus stop location
Trim Median Island
Infill recessed bus bay
Install Pedestrian Island
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 17
SCHEME DESIGN
1074679221\4-17
MAUNSELL AECOM
1:250 - A1
1:500 - A3

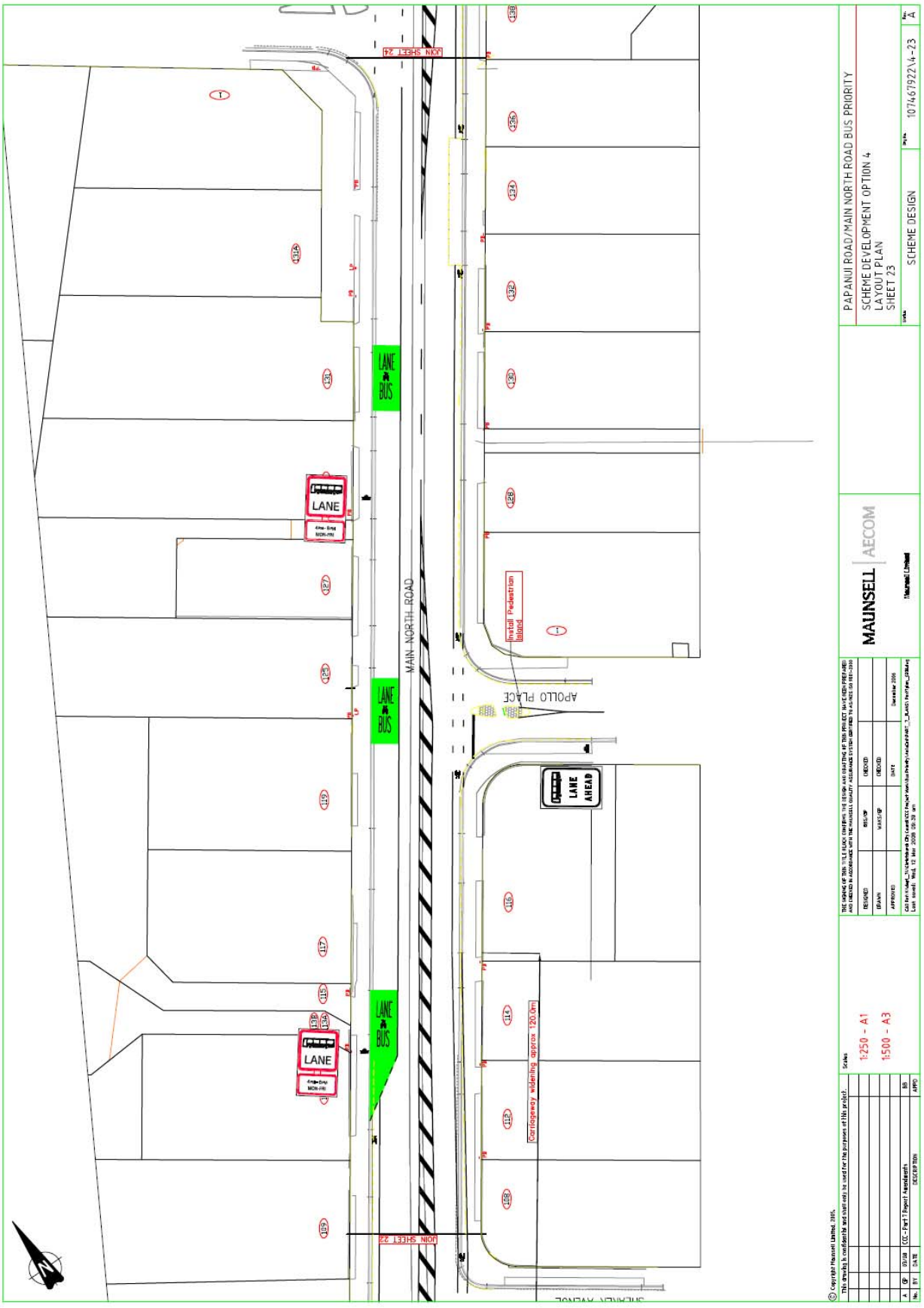

MAIN NORTH ROAD
HAREWOOD ROAD
PAPANUI ROAD
HORNER STREET
WINSTON AVENUE
JOIN SHEET 18B
JOIN SHEET 17
Bus stop removed
LANE AHEAD
BUS LANE
ENDS
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 18
SCHEME DESIGN
1074679221\4-18
MAUNSELL AECOM
1:250 - A1
1:500 - A3

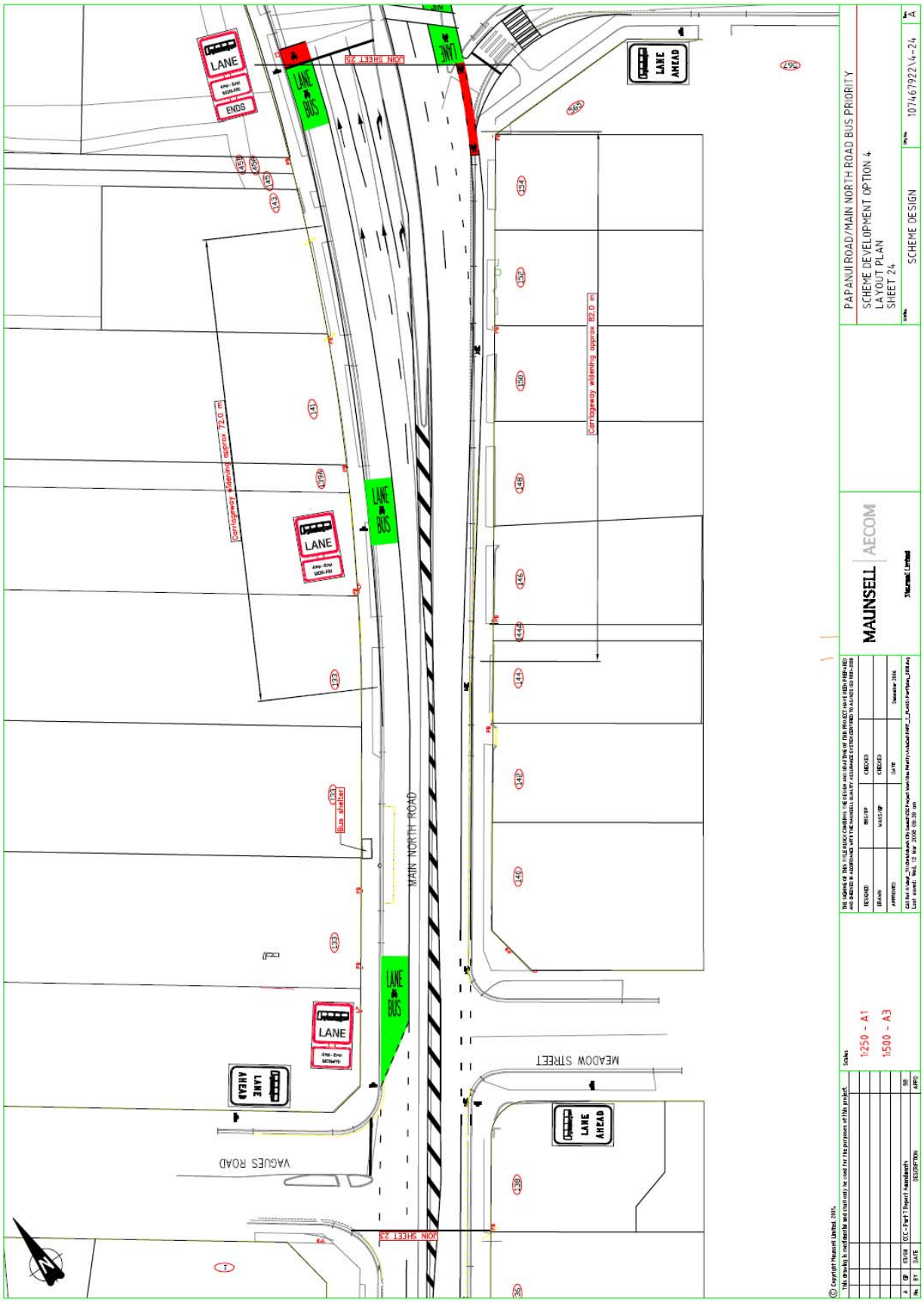

PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 19
SCHEME DESIGN
1074617922\A-19
MAUNSELL AECOM
1:250 - A1
1:500 - A3
MAIN NORTH ROAD
LANGDONS ROAD
MARY STREET
LOFTUS STREET
Remove Raised Median
Install Pedestrian Island
BUSES ONLY MAY GO STRAIGHT AHEAD FROM LEFT LANE
LANE AHEAD
BUS LANE
JOIN SHEET 20
JOIN SHEET 18

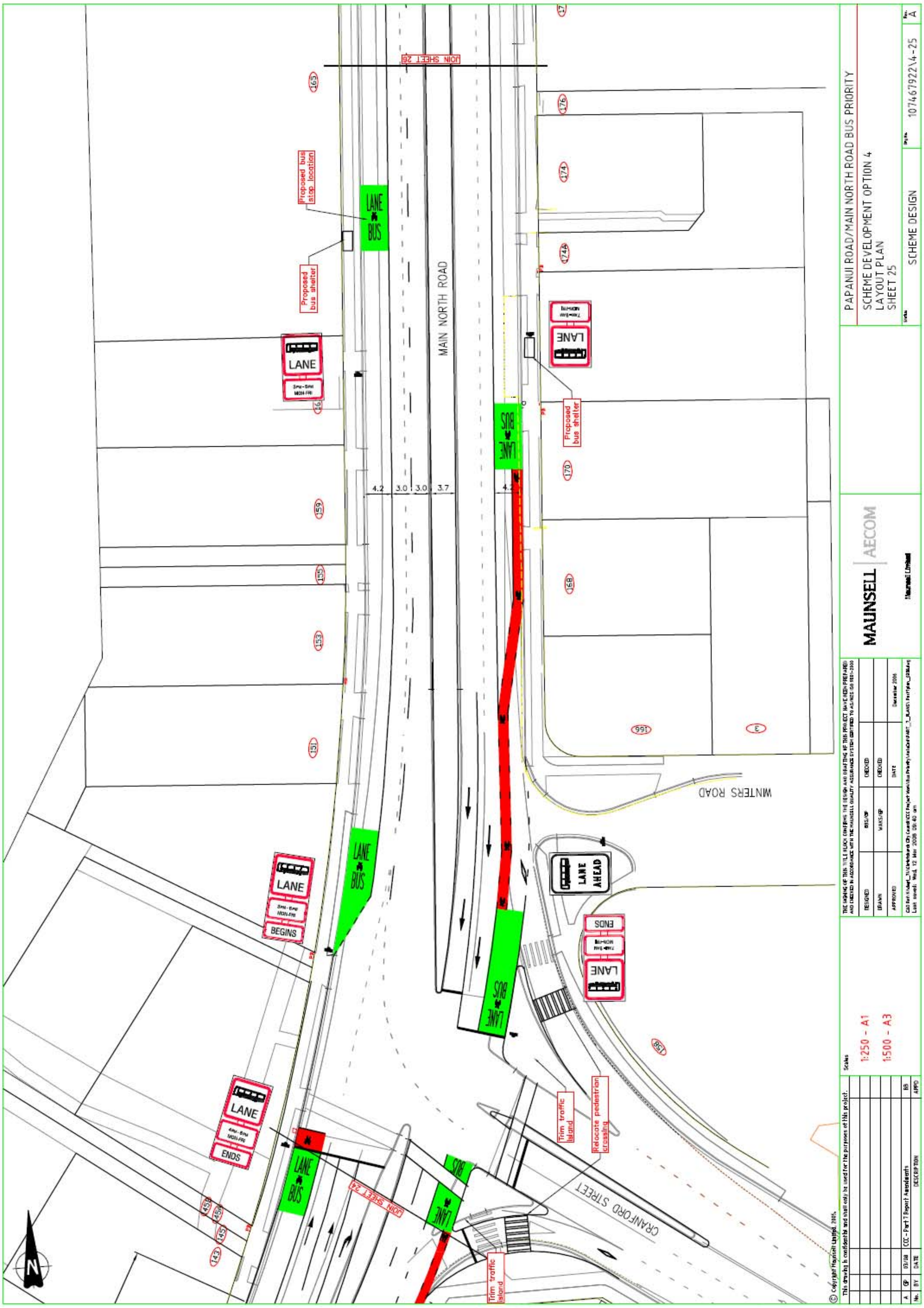

JOIN SHEET 21
JOIN SHEET 19
MAIN NORTH ROAD
PROCTOR STREET
LANE
BUS LANE
LANE AHEAD
ENDS
Carriageway widening approx 42.0m
Relocate Pedestrian Island
Remove Splitter Island
Relocate Raised Median
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 20
SCHEME DESIGN
1074679221\4-20
MAUNSELL AECOM
1:250 - A1
1:500 - A3

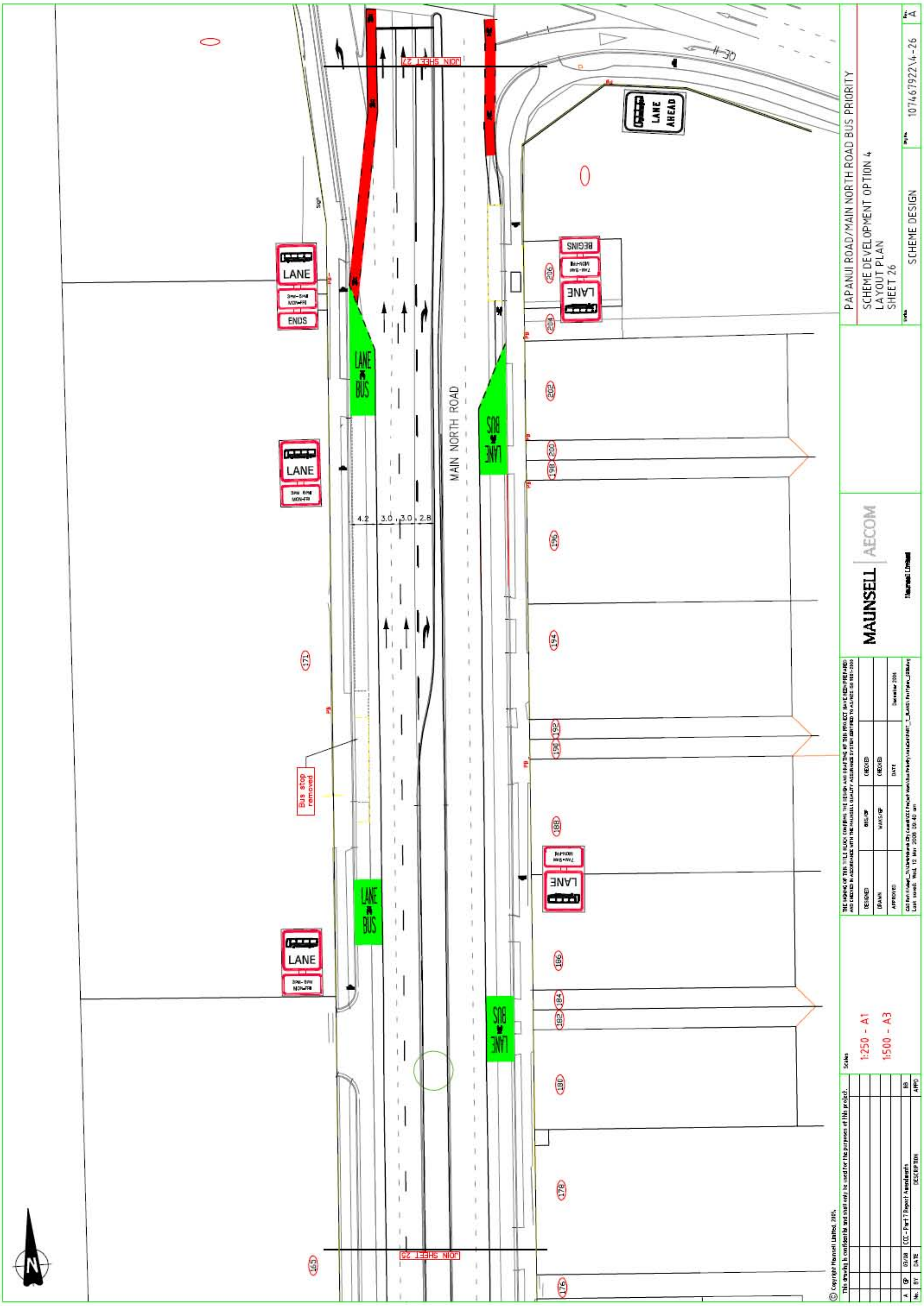

MAIN NORTH ROAD
HALLWELL AVENUE
CARPARK ENTRANCE
JOIN SHEET 22
JOIN SHEET 22
Proposed bus shelter
Relocate Pedestrian Island
From median islands
LANE AHEAD
LANE AHEAD
BUS LANE
BEGINS
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 21
SCHEME DESIGN
1074677922\4-21
MAUNSELL AECOM
1:250 - A1
1:500 - A3


JOIN SHEET 23
SHEARER AVENUE
LANE AHEAD
LANE
BEGINS
Carriageway widening approx 120.0m
SAWYERS ARMS ROAD
MAIN NORTH ROAD
Install Pedestrian Island
GRASSMERE STREET
JOIN SHEET 21
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 22
SCHEME DESIGN
1074679224-22
MAUNSELL AECOM
1:250 - A1
1:500 - A3


PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 23
SCHEME DESIGN
1074677922\4-23
MAUNSELL AECOM
MAIN NORTH ROAD
APOLLO PLACE
JOIN SHEET 24
JOIN SHEET 22
LANE
BUS
LANE AHEAD
Install Pedestrian Island
Carriageway widening approx 120.0m
1:250 - A1
1:500 - A3


PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 24
SCHEME DESIGN
1074679221\4-24
MAUNSELL AECOM
1:250 - A1
1:500 - A3
MAIN NORTH ROAD
MEADOW STREET
VAGUES ROAD
JOIN SHEET 23
JOIN SHEET 25
LANE
LANE BUS
LANE AHEAD
ENDS
Carriageway widening approx 72.0 m
Carriageway widening approx 82.0 m
Bus shelter


PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 25
SCHEME DESIGN
MAUNSELL
AECOM
MAIN NORTH ROAD
WINTERS ROAD
CRANFORD STREET
JOIN SHEET 26
JOIN SHEET 24
Proposed bus stop location
Proposed bus shelter
Trim traffic island
Relocate pedestrian crossing
BUS LANE
LANE AHEAD
BEGINS
ENDS
1:250 - A1
1:500 - A3


MAIN NORTH ROAD
PAPANUI ROAD/MAIN NORTH ROAD BUS PRIORITY
SCHEME DEVELOPMENT OPTION 4
LAYOUT PLAN
SHEET 26
SCHEME DESIGN
MAUNSELL
AECOM
1:250 - A1
1:500 - A3
Bus stop removed
LANE
ENDS
BEGINS
LANE AHEAD
BUS LANE
JOIN SHEET 27
JOIN SHEET 25

Concern	Ref	Summary Description	Team Response
Alternatives / Travel Modes / Measures	GEN	**Signals** · 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. **Rail / Trolley Buses** · 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. **Financial (Dis)incentives** · 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. **Special Vehicle Lanes** · 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.	*B signals will be used where appropriate, as will pre-signals and signal pre-emption.* *To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.* *To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.* *Bus lanes are available for use by buses, cyclists and motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.*

Concern	Ref	Summary Description	Team Response
Alternatives / Travel Modes / Measures cont…	GEN TNZ	**Other** · 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? · Riccarton Road - 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. · Cranford Street - Will benefit from the bus priority as well. · Mount Pleasant Group – when will bus priority scheme for Ferry Road be implemented? · Colombo Street 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. · Northern Arterial / Rapid Transit Corridor - 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 Transit NZ's 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.	*Park N Ride Schemes are another project solution outlined in the Metro Strategy 2006-2012 for implementation.* *Riccarton Road and Cranford St are listed in the next 7 routes for bus priority measures.* *To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.* ***Referred to Transit NZ – consultation information available on Main North Road route north of QEII Drive at www.transit.govt.nz*** ***Referred to Transit NZ.***

Concern	Ref	Summary Description	Team Response
Bus Drivers	GEN ECAN	· 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. · Assertively train bus drivers. 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. · Bus driver awareness. 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. · Bus driver frustrations. 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.	***Referred to Environment Canterbury for liaison and action with the respective Bus Companies.*** *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.*

Concern	Ref	Summary Description	Team Response
Bus Exchange	GEN ECAN	· Bus transfer exchange information – 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 Ave **-** 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.	***Referred to Environment Canterbury for liaison and action with the Bus Exchange.***
Bus Lanes	GEN	**Timing of Bus Lanes** · 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. **Use of Bus Lanes** · 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. **Emergency Services** · 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.	*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.* ***Land Transport (Road User) Rule 2004*** ***bus*** *means a passenger service vehicle that has more than 9 seating positions (including the driver's seating position)* ***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—* *(a) buses; and* *(b) cycles and motorcycles (unless either or both are specifically excluded by the sign)* ***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):* *(a) passenger service vehicles:* *(b) motor vehicles carrying not less than the number of persons (including the driver) specified on the sign:* *(c) cycles:* *(d) motorcycles* ***Land Transport (Road User) Amendment Rule 2005*** *This rule, which comes into force on 15 September 2005, amends the Land Transport (Road User) Rule 2004 by—* • *including a reference to mopeds in the definitions of* ***bus lane*** *and* ***transit lane****, so that mopeds may be used in those lanes;* *Thus Bus lanes may be used by buses, cyclists, motorcycles up to 50cc, as well as emergency vehicles, unless otherwise stated.*

Concern	Ref	Summary Description	Team Response
Bus Lanes cont…	GEN	**Bus Priority** · 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. · Trust that some tolerance is given on obstructing the bus lanes when entering property, entering gates etc.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*

Concern	Ref	Summary Description	Team Response
Bus Lanes cont…	GEN	· 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.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*

Concern	Ref	Summary Description	Team Response
Bus Lanes cont…	GEN	**Bus Lane Design** · 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.	*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.* *Only over a short section, will a minimum width of 3m be used.* *Bus lane markings will be green regardless of whether they are permanent or part-time bus lanes.*

Concern	Ref	Summary Description	Team Response
Bus Lanes	PAP	**Location of Bus Lanes** · Lack of lanes for south bound buses on Main North Road after the Cranford St intersection is a frequent choke point for buses. · One lane arterial roads are long overdue for change (buses can change this for the future). Only criticism is that bus priority lanes do not extend along the whole route. · Where do you get the space from, in some places? · Why is there no bus lane outside Northlands Mall? · Harewood Road to Cranford St – include bus lane in outbound direction. · Bus priority lanes should be extended to the whole of Main North Road and Papanui Road, and apply at all times of the day, rather than for the limited times proposed in the morning and afternoon. · Priority lane at all times for city bound buses needs to be added between Cranford St and Sawyers Arms Rd – area heavily congested from two lanes of traffic merging into one after the Cranford St intersection. · Look at bus lane between Cranford and Halliwell on inbound route. **Bus Lanes and Businesses** · Will further the demise of "all" businesses in Merivale especially on the east side of Papanui Road. · Some folk (i.e. shopkeepers) are not comfortable with concept. · Inappropriate and discriminatory to have evening bus lanes on the west side of Papanui Road between Blair St and Harewood Road – this is an area with a large number of mainly small owner takeaway businesses that depend on short stop trade around the tea hour. · Concerned that bus lanes proposed right through Merivale – confirmed that no bus lanes are proposed through the Merivale Mall area. Very concerned about loss of parking in Merivale area. **Permanent** · A permanent bus lane on Papanui Road is too much of an imposition on the community. **Part-time** · Papanui Road should be a two lane clearway in and out of the City – cars are not going to decrease. · From QEII Drive north there are 2 lanes each way and traffic lights to break the traffic – 2-3 hours bus priority travelling south in the mornings and the same travelling north late afternoons would be sufficient. · Create two lanes going both ways and if necessary use bus priority on the left hand lane at peak times only. · Do part-time bus lanes need to be 2-6pm or 3-6pm would be enough on present traffic. · Support bus priority in way of clearways but not 24/7. · 4-6pm preferred for bus lanes. · Bus lane to operate from 4-6pm only (not 2-6pm), and otherwise be available for car parking. · Part time bus lane travelling north on Papanui Road is only necessary from 4pm – 6pm - traffic flows smoothly and the availability of this lane during the end of school time will enable that traffic to clear more quickly. · Part-time bus lane travelling north on Papanui Road is only necessary from 4pm to 6pm. · Favour a 4-6pm bus lane. · Make the area a clearway in the peak hour but leave parking as it is for the remainder of the day. · Recommend hours of operation be extended by one hour in both morning and afternoon – traffic still heavy at 9am and Papanui Road likely to experience "peak spreading" once the lanes are installed – would adversely affect bus operations after 9am. Suggest morning operation period from 7-10am and afternoon operation from 2-7pm.	***Refer revised scheme design for Merivale area.*** ***Why are there no bus lanes on Main North Road south from Cranford Street?*** *Bus lanes were not provided southbound (inbound) from the Cranford Street intersection as the road corridor at this location does not provide adequate width to accommodate both inbound and outbound bus lanes. The traffic survey figures indicated that the outbound section on this route has greater congestion and therefore was more in need of a bus lane.* ***Why are there not bus lanes along the entire route?*** *Bus lanes are not proposed for the entire route both inbound and outbound due to corridor width restraints, the need to retain on-street car parking, the need to retain a flush median in locations and excessive costs.* *Part-time bus lanes will be utilised along the Papanui route, with bus lanes in effect from 7am to 9am during the morning peak and from 3pm to 6pm during the afternoon peak. The exception to this is outside schools along the route where bus lanes will be in effect from 4pm to 6pm during the afternoon peak..*

Concern	Ref	Summary Description	Team Response
Bus Services / Re-routing	GEN ECAN	**Frequency / Reliability** · 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 Christchurch 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. **Timing** · 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.	***Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.***

Concern	Ref	Summary Description	Team Response
Bus Services / Re-routing cont…	GEN ECAN	**Bus Routes** · 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.	***Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.***

Concern	Ref	Summary Description	Team Response
Bus Services / Re-routing cont…	GEN ECAN	**Marketing** · 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? **Bus Design / Environment** · 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. **Cost / Ticketing** · 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.	***Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.***

Concern	Ref	Summary Description	Team Response
Bus Signage	GEN ECAN	· "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.	***Referred to Environment Canterbury for investigation and implementation, where applicable, in conjunction with the bus companies.*** *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.*

Concern	Ref	Summary Description	Team Response
Bus Stops	GEN	**Bus Shelters** · 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. **Bus Stop Rationalisation** · 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. **Accessibility** · 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. **Bus Stop Advertising** 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.	*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.* *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).*

Concern	Ref	Summary Description	Team Response
Bus Stops cont…	GEN	**Bus Stop Design / Environment** · 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.	*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.*
Bus Stop Location	GEN	· 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.	*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.*

Concern	Ref	Summary Description	Team Response
Bus Stop Location	PAP TNZ	· Do not move the bus stop outside the Church (beside Rugby Street) to outside the white wall on the other side of Rugby St. Do not relocate Rugby St bus stop – preferable to have a bus stop to the north of a junction than to the south. · Concerned that bus stop is being moved further away from Merivale Mall (northbound outside St Mary's) – closer is better. Move the bus stop to the Merivale Mall. Request to look at placing bus stops on either side of Papanui Road at the Merivale Shops. · Business currently sited right outside the bus stop near McDonalds – fumes from the buses particularly enter our shop. Request that the bus stop be moved up to outside McDonalds. · Concern that bus stop outside St Georges Hospital is proposed to be moved. Important that this remains in place as there needs to be close public transport to St Georges. Do not remove bus stop outside St Georges Hospital. Concerned that bus stop outside St Georges Hospital and the other many medical facilities in this vicinity will be without a bus stop. Present bus stop just north of Leinster Road must be retained – it is used a lot. The provision of a bus stop in this block is essential for people with appointments or visiting the medical chambers, St Georges Hospital and the shops in the area – proposed plan has no bus stop between Leinster Road and Heaton St. · Is the bus stop long enough at the Aikmans Road / Papanui Road area – there are often two buses there and they park on an angle. · Consider bus stop relocation outside KFC in Papanui Road. · Don't move the stop outside Dowson's Shoes / the chemist shop as it will be too far away – a number of older people use that stop. · Check bus stop position between Frank & Wyndham – parking removed permanently for half the length to lead into the bus stop – why is long lead in required. Church also needs space for hearses. · Relocation of bus stop to outside Foodstuffs Main Office – 107 Main North Road – opposed on several grounds – will be in direct conflict and create safety issues with B-train and heavy truck and trailer deliveries to our site. Will promote both intermediate and high school children to walk across our main vehicle entranceway into the Foodstuffs site. A bus shelter located outside our main office – may promote school children to walk through the Foodstuffs site (short cut from Lydia St / Northcote Road) – very dangerous as forklifts and heavy vehicles frequently operate within the site. Foodstuffs supportive of bus lanes and continued location of bus stop at its current location. · Bus stop on the south east side of Main North Road / QE2 intersection – relocate as buses compromise entry / exit to Stonewood Homes. · Inbound bus stop at QE2 Drive / Main North Road corner is a recipe for chaos with Orbiter and southbound buses crowding up, banking up, blocking the left turn lane out of QE2 or even sticking out into traffic lanes behind. · Bus stop proposed outside my house – need the taxi to be able to stop right outside my house (193 Main North Road) – disabled and travel to appointments etc by taxi.	***Is it viable to retain the Rugby Street bus stop in its existing location?*** *The bus stop is required to move to the south side of the Papanui Road / Rugby Street intersection due to the proposed cycle lane which utilises the space at this location. A pedestrian island is proposed on Rugby Street to accommodate the pedestrian movement across the street.* ***Is it viable to move the bus stops closer to Merivale Mall?*** *The placement of the bus stops in the Merivale Mall area would require a loss in on-street car parking. Loss of parking was strongly opposed by business owners in this area. The location of the existing bus stops serving Merivale Mall are seen as adequate and do not require to be relocated.* ***Is it viable to move the bus stop further up to outside McDonalds?*** *Moving the stop on the north side of Aikmans Road further north would move the stop further away from one of the main attractors on the route (Merivale Mall) and closer to the stop outside of St Georges Hospital. It is recommended that the stop remain in its current location.* ***Retain the bus stop outside St Georges Hospital.*** *The bus stop outside St Georges Hospital was proposed to be moved 50m northbound to a location which was thought to be better suited for access to the hospital and to create better spacing between adjacent shops. The bus stop will remain in its existing location.* ***Is the bus stop at Aikmans Road / Papanui Road long enough?*** *The bus bay at this location is long enough to accommodate one bus. The bus box is proposed to be moved north to allow it to become part of the bus lane in turn the existing space can be used by a second bus if required.* ***Refer revised scheme design for Harewood Road / Papanui Road shops area.*** ***Is it viable to retain the bus stop outside Foodstuffs in its existing position?*** *The bus stop is required to be relocated as the Orbiter bus service has difficulties moving across two lanes to make the right turn into QEII Drive. The stop was moved south 100m to allow more space and time for the Orbiter to undertake this manoeuvre. Appropriate signage is to be installed to deter any pedestrians attempting to use Foodstuffs site as a shortcut.* ***Does the bus stop on the south-east side of Main North Road / QE2 Drive intersection compromise the access to Stonewood Homes?*** *The installation of bus lanes on Main North Road by Transit NZ and the addition of this proposal should assist in more reliable bus schedules and prevent numerous bus services from arriving at a stop at the same time.*

Concern	Ref	Summary Description	Team Response
Congestion	GEN	· 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.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*

Concern	Ref	Summary Description	Team Response
Congestion	PAP	· Area from Merivale to Northlands Mall very congested at peak traffic times – support permanent bus lanes through this whole section. Suggest this is done in conjunction with a parking plan for all affected areas especially Papanui and Merivale businesses and residents. · Area through Merivale gets very congested, and preference for removal of all car parking and provision of full bus / cycle lanes through this area. · Cars do not flow quickly and majority of population access Papanui Road via cars. · Christchurch has the worst traffic flow in the country due to the design of the roads and the worst drivers. · Congestion along Papanui Road a real problem. · Heavily used corridor for 16 hours a day during week and 12 hours a day on weekends. · One way for private cars into town between 7-9am and one way for private cars out of town between 4-6pm Monday to Friday. · Section 9 will be a major bottleneck and restricting the lane to one for all north bound traffic will cause many long delays. · St Albans St and Springfield Rd now carrying high traffic volumes at peak hours – suggest lights at the St Albans St / Springfield Rd intersection. · Trying to get onto the main road now is a problem if coming from a side street as the lights favour the main road at all hours of the day and night. · Believe buses are the best way forward to relieve some congestion. Good on the CCC for looking to new options before we suffer gridlock. Saving congestion will save other drivers that drive for a living. · No statistics re bus/cars/trucks/commercial vehicles/bicycles/motorbikes using Papanui Road at peak and other times daily. · Will plan ease grid lock in the morning and afternoon? · Disagree with bus priority on Papanui Road as traffic is currently very congested. · New developments like Pegasus are going to put a lot more traffic through these routes. · Congestion worst after about 2pm in the afternoon. · Traffic is quite often congested along Papanui Road and at Belfast also – anything to speed up the trip home would be fantastic. · Will create more congestion and chaos. Won't solve congestion by slowing down and stopping traffic – solve it by keeping traffic moving and by providing more space for the traffic. · Foresees this adding more congestion especially on Main North Road – should stay the same and drivers encouraged to be more courteous to other traffic. Solving congestion on arterial roads at the expense of local vibrancy is not consistent with sustainable development practice. · Disincentives for going into the City – costs, charging – particularly if only one person in car. · Address the pinch points along the route.	***Refer revised plan for Merivale and Harewood Road areas.*** *Parking strategy for Merivale under development by Transport Planning Unit, City Environment, CCC.* *To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*

Concern	Ref	Summary Description	Team Response
Cost	GEN	**Cost of BB trial / project** · 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? **Cost of Brochure** · 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? **Cost of PT to Public** · 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? **Cost of PT to Businesses** · 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. **Funding & Cycle Lanes** · Clarify whether or not funding is dependent upon the inclusion of cycle lanes on Papanui Road.	*Actual cost as at 1 Nov 2007 for the bus boarder trial was $111,413, including consultation, marketing, design and construction etc.* *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.* *Cost / benefit analysis is undertaken as part of the project to obtain funding from LTNZ.* *Council is required to incorporate cycle facilities on all roads where there are greater than 3000 vehicles per day.*

Concern	Ref	Summary Description	Team Response
Cyclists	GEN	· 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?	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.* *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.* *Bus lanes will achieve all this, plus similar benefits for bus users, too.* *Buses and cyclists using the same area is a tried and tested method that works well and gives the best use of road width.* *Pedestrians have right of way on the footpath and cyclists have right of way on the road.*

Concern	Ref	Summary Description	Team Response
Cyclists	PAP	· Horrified that no provision for cyclists going into the City. · Support the provision of a cycle lane on the south side of Main North Road from the Cranford Street intersection to opposite the Northlands Mall car park entrance. · Divert cyclists to use current cycle track provided alongside railway line. Main effect on cycle lane – potential for off road cycle by railway. · Cycle lane behind the shops / mall is safer and less congestion. Difficult to understand desire to place a cycle lane right through the middle of a busy road and intersection when safe and convenient alternative for cycle lane via the streets behind. · Develop parallel streets for cyclists. · Only winner is cyclist and do they pay road user charges? · Don't like the idea of a cycle way on the main route. · Need to encourage use of more two wheeled transport. Any design needs to consider the needs of the growing numbers of cyclists. Fact that proposal includes some improvements for cyclists, although minimal, is to be supported. · Important bus priority route but also used extensively by cyclists. Cyclists reduce traffic congestion, pollution and keep the community fit and healthy – encourage by provision of safe, easy to interpret by all traffic, cycle lanes. · Design needs to include a cycle lane that keeps cyclists separate from the general traffic – should avoid buses and cyclists competing for same space on the road. Separating buses and cycles into their own lane – encourages these modes as well as helping the traffic lanes flow better. · Dangerous for cyclists shooting along the road in Merivale area. Worst part of Papanui Road for cyclists is at Merivale Mall area. Dangerous for cyclists in Merivale area. · No cycling lane should be situated on the extreme left of lanes when lights at the intersection have a left turn arrow – cycle lane should be situated between left turn and through lane – e.g. Blighs Road, Harewood Road. · Plenty of room for cyclists with the existing situation. · Pedestrian / cyclists conflict at signalised crossing point. · Query the number of cyclists using the route. · Between Heaton / Innes and Normans Road – cycle lane against kerb and inside parked cars – wide footpath in this area. Why have cycle lanes when you can have fantastic off road cycle tracks. Alternative route for cyclists. · Cycle furniture to be included to encourage cyclist shopping. · Provide cycle access way through RSA so cyclists travelling outbound to Harewood Road could bypass traffic lights. Removal of inbound cycle lane on Main North Road to Papanui Road from Mary St and Frank St intersections and provision for an alternate cycle lane route entering Mary Street and exiting Frank St so city bound cyclists can avoid the Papanui area. Cycle lanes off the main roads (i.e. down Mary St and up Grants Road avoiding Papanui shops totally).	*Cycle lanes are provided along the bus priority route. Council is required to provide cycle facilities along routes with more than 3000 vpd. Combined bus / cycle lanes are 4.2m wide in accordance with Austroads standards.* *The location of the cycle lane heading north at the Harewood Road / Papanui Road / Main North Road intersection needs to be reviewed and relocated to outside the left turn lane into Harewood Road.* ***Refer revised plan for Merivale and Harewood Road areas.***

Concern	Ref	Summary Description	Team Response
Education	GEN	· 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.	*Education campaign to be implemented for implementation of bus priority measures.*
Enforcement	GEN	· 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.	*Enforcement campaign and resources currently being developed. Project will fail if enforcement not in place for implementation of bus priority measures.*

Concern	Ref	Summary Description	Team Response
Law Change	GEN	· 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.	*To be forwarded to the Legal Services Team, CCC for consideration.*

Concern	Ref	Summary Description	Team Response
Loading Zones	GEN	· 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.	***Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for loading zones.***
Parking	GEN	· 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?	***Refer revised scheme designs for Merivale area, Harewood Road / Papanui Road shopping area, and Sydenham area for parking strategies.***

Concern	Ref	Summary Description	Team Response
Parking	PAP	**Merivale** · At peak times it's very hard for shoppers to find car parks, would further delay shoppers and retailers would lose revenue. · Car parks daily on corner of McDougall and Papanui – mark as no parking as it restricts buses flowing freely out of the stop. · Compliance with current Merivale parking restrictions and illegal double parking are an issue currently. · Deleting much used car parks between St Albans and Heaton St on Papanui Road and neighbouring streets would seriously upset shoppers and Merivale Mall staff. · Loss of parking will have impact on people living in narrow surrounding side streets – filled with cars, including staff cars from Merivale Mall. · Mall parking and street parking is not readily available. · Parking within Merivale precinct already at a premium losing these parks will place more pressure on the Mall and side streets. · Permanent removal of parking close to commercial business centres and shopping areas may have effects on deliver of goods where alternative access is not available via service lanes etc. (e.g. particularly affect businesses between Mansfield Ave and St Albans St). · Would like to see no car parks on Papanui Road (both sides) between St Albans St to Mansfield Ave and Office Road to Aikmans Road. · Removal of parking in Merivale will create hardship for the businesses and customers alike. · Removal of the few car parks available at the front of the shop would have a significant detrimental effect – already lost a number of close car parks to the bus stop in St Albans St. · Remove of car parks in Merivale may cause many businesses on the east side of Papanui Road to close – very reliant on those parks. · Side streets all fully parked by 8:30-9.00am by people working in the shops or at Nurse Maude Hospital. Need parking. · Very little available parking behind Merivale Mall. · What will this do to the businesses on this side (east side) of the Merivale / Papanui Road. Merivale Mall parking is for people using the mall and not people using this side of the street. · Car parking available to clients, but more needed in Merivale. · Losing car parks on the side of the road would exacerbate an already terrible problem. · If you take the parking away we will spend even more time policing our parks. · Leave car parks as they are, i.e. restricted to 30 minutes. · Detrimental effect to all businesses on side of Papanui Road in the Merivale Mall area – already insufficient parking in Merivale. · Loss of car parks in Merivale – people can park in the mall park then walk through the mall and cross at the lights. · Can Council provide alternative shopping behind the shops (St Albans St – Mansfield Ave)? · Not happy that you will take away residents off-street parking. · Ban the parking on the side of the roads. · Disagree there is plenty of side street parking – very difficult to park for an appointment in the St Georges complex.	***Refer revised scheme design for Merivale area.*** *- Include no stopping lines on corner of McDougall and Papanui* *- Include P60 parking for the first 200m along both sides of Leinster Ave.* *- Include P60 on Papanui Road between Leinster Road and Milford Street, when bus lane not in operation.* *- Short-term parking proposed – Post Office (P5 / P10), St Albans St (P30 suggested, P60 currently in first block, P60 further out suggested), Office Road and Aikmans Road (P60 currently, past Mall suggest P30), Mansfield Ave (change 5-6 car parks to P30).* *- ECan to work with Mall staff, Hospital staff and other businesses to provide incentives for these people to use public transport rather than bringing their cars into the Merivale area and parking out the side streets.* *All of these suggestions will be incorporated into the Merivale Parking Strategy.*

Concern	Ref	Summary Description	Team Response
Parking cont…	PAP	**Merivale Cont…** · Businesses on the north side of the Merivale shopping area are justified in their concerns, and if parking has to be removed may be it should be from the Mall side of the road as those businesses already have parking behind. · Concerns over loss of parking. · Concerned about loss of parking and narrowness of cycle lanes at Merivale Mall area. · Can't afford loss of parking at Merivale. · Loss of 2 car parks with Mansfield Ave upgrade. · No provision for staff car parking at Merivale Mall. · No loss of parking outside Post Office at Merivale – P5 parking? · Parking imperative at Merivale. · Parking strategy for Merivale area. · Need the parks and not the bikes. · At Post Office include P5/ P10 parking. · Want to ensure that car parks won't be lost. · Biggest problem in Merivale is parking. · Major car parking problems, and side streets often littered with cars. · Ludicrous to reduce the number of car parks on eastern side of Merivale – many of the shops have no access or limited access from the rear. · Existing parking is barely sufficient. · Council policy on car parking in the area recently has been erratic and ad hoc. · Object to the proposal to remove any car parks from Papanui Road in the Merivale area. · Short-term parking proposed – Post Office (P5 / P10), St Albans St (P30 suggested, P60 currently in first block, P60 further out suggested), Office Road and Aikmans Road (P60 currently, past Mall suggest P30), Mansfield Ave (change 5-6 car parks to P30). · Claim of "ample parking in side streets" is untrue – parking clogs the side streets through Merivale during business hours. · Staff park their cars in surrounding streets. · Naïve of shopkeepers to think that anyone wanting to visit their shops is going to be able to park outside on the first attempt – Merivale area is always full of cars. There is an adequate car park between Office and Aikmans Roads which most prudent people would head for. · Important to provide 60 minute parking in Leinster Road for 200m on both sides from Papanui Road – at present it is often occupied by all day parkers. · Parking on Papanui Road between Leinster Road and Milford St should be 60 minute parking when available – all day parking at present. · Oppose putting bus lanes through retail area of Merivale from McDougall Ave to St Albans St – short term parking there adds to the atmosphere of the area, allows people to access the shops quickly and provides stopping areas for goods delivery. Detrimental to shops on the east side of Papanui Road in particular. · Propose removal of the entire on-street parking in the Merivale area. · Car parking in the immediate vicinity of the Merivale Post Shop (183 Papanui Road) is critical – over 800 private boxes at this site and customer mail is a six day service every week.	***Refer revised scheme design for Merivale area.***

Concern	Ref	Summary Description	Team Response
Parking cont…	PAP	**Papanui / Harewood** · Taking away our car parks would be devastating as we are a takeaway business that relies on customers being able to stop and go quickly. · Will Council offer compensation to small business owners who lose customers to the Malls because there is no easy access. Bus system is great for the environment but closing the side of Papanui Road would kill our business. · Any changes that affect access for customers and traditional parking and bus stop patterns is of great interest / concern (Dowsons) · Concerned about loss of two car parks on side of road combined with moving of bus stop will lead to sharp increase in speed of traffic past this area and through shopping village. · Retain parking between Bellevue and Harewood Road. · Put in more angle parks in Bellevue and Blair. · Object to loss of parking when bus stop moved up the road? · Between Blair Ave and Bellevue – investigate parking on side streets; look at potential for P30 parking. · Loss of parking – Harewood Road area to Blighs Road. Look at P30 for Papanui Road and P60 on side streets. · Retain parking at Harewood Road area – Papanui Road a village – retain character of area. · Angle parking works well in Wyndham Ave – what about the same for Frank Road? · Link in Harewood Road / Bellevue for parking, and look at parking availability by reserve. · Parking required between Harewood Road and Wyndham St. Blair to Harewood outbound – no one is happy because of loss of parking whilst bus lane is operating and permanent loss of some parking leading into the intersection. · Potential for addition of one car park space if trees removed at Harewood / Papanui intersection. · Suggest P30 on Papanui Road where currently unrestricted. Removal of on-street parking from Papanui Road outside our premises (Haralds) and nearby will cause many customers to bypass this area in favour of locations where it is easier to park. · Project will favour shopping malls at the expense and possible demise of local stores. · Recommend on-street parking is retained in at least some form on Papanui Road in the business precinct. · Opposition to the removal of existing parking from both sides of Papanui Road in the main Papanui shopping area– concern that proposal would seriously threaten the viability of the businesses in the area. · Diagonal car parking spaces to be provided both sides of Bellevue and Blair Aves. · Diagonal parking spaces to be provided on northern side of Frank St. · Public parking spaces to be allocated at the RSA. · Car parking on the inbound part of Papanui Road from the reserve (including the existing bus stop) to the proposed new bus stop to be retained. · Removal of on-street parking on Papanui Road from the lights at Papanui to south of the Elms Hotel creates a great loss of parking for parishioners on Sunday – now appears to become a bus stop. · On-street parking essential to businesses – to help with parking there could be angle parking on the side streets as in Wyndham St. St Giles Church – favour diagonal parking on Frank St even if it means no parking lines on the Elms Hotel side of Frank Street.	***Refer revised scheme design for Harewood Road / Papanui Road shops area.***

Concern	Ref	Summary Description	Team Response
Parking cont…	PAP	· St Giles Church – favour retention of 2 car parks outside Church and Acorn Shoes (464 Papanui Road). · Favour diagonal car parks on Blair Ave and Bellevue Ave. · Favour time restricted parking (P30). **Other - Specific** · Parking outside our business is essential not only for tenants paying rent and collecting keys and renting properties but also trades people who park outside our business (29 Papanui Road) to collect keys. All the parking is short-term pick up and drop off type which is essential for our business to operate. Please relocate the proposed permanent removal of parking further along the street or remove the bus stop altogether opposite Clare Road (minor walk to either Holly Road stop or Derby St stop). Business relies on car parks out the front (29, 31 Papanui Road) for its business – already a bus stop less than 100m down the road. All day parking down Rastrick Street would need to be converted 10 minute parking. · 158 Papanui Road – permanent parking ban proposed – will impact highly as this property has no off-street parking. Permanent loss of on-street parking outside 158 Papanui Road (due to limited road space); however, no off-street parking available at this property. · Very disappointed that bus priority scheme removes car parks from in front of my business at 180 Papanui Road. · Is there loss of parking at the end of Chapter St? · Removal of all roadside parking outside 368 Papanui Road – leave at least one space on the road. · Why not make the area a bus lane so there is parking on weekends and in evenings (385 Papanui Road). · Oppose bus priority if no on-street parking provided in the block of 396 Papanui Road – directly opposite the intersection of Hawthorne St and bus stop directly outside the property. · Favour retention of car parks outside 491 – 499 Papanui Road. · Support if Council build more car parks more/less opposite my shop at 495 Papanui Road. · Give consideration to reducing the width of the footpath to allow for indent parking between 148 Main North Road to Shearer Ave (shown as permanent removal of parking).	*Parking is available in Rastrick Street directly adjacent to 29 Papanui Road and on the opposite side of the carriageway outside the hours of 0700 to 0900. To retain the on-street parking in this area the flush median would have to be removed, which is not recommended.* *P120 restricted parking to be implemented in this area near 158 Papanui Road.* *Confirmed there is permanent loss of parking across the road from the Chapter St intersection (outside St Andrews College) and between 7-9am on eastern side of Papanui Road.* ***Can we retain one space outside 368 Papanui Road?*** *The flush median is essential in this area to allow turning traffic a refuge area as they attempt manoeuvres into Tomes Road and Halton Street. Retaining one space would require all of the flush median through this area to be removed. Alternative parking areas are Tomes Road, Halton Street and 40m northbound on the same side of the carriageway.* *Car parks retained outside 491-499 Papanui Road with revised scheme design.* ***Can the footpath width be reduced to allow parking between 148 and Shearer Ave?*** *The footpath is approximately 3m wide through this area but could not be narrowed to an acceptable width (1.8m) and still leave an adequate width for a recessed parking bay.*

Concern	Ref	Summary Description	Team Response
Parking cont…	PAP	**Other – General** · Car parking is an issue – suggested that Sawyers Arms Road to St Albans Street be reclassified as limited access road, with no on-street car parking allowed. · In favour of eliminating on-street parking in favour of bus lanes and cycle lanes. · Look at "safe" car parks at strategic locations to "fill the buses". · NO parking would allow four lanes at least on Papanui Road. · Nothing gained in on-street "permanent" parking. · Taking out car parks and not providing more is ridiculous. · Don't like the reduction in car parks. · Develop off-street parking at all shopping centres, Carlton Mill, Merivale, and Papanui. · On-street parking for certain times and same piece of road as a bus lane at other times? · People will park their cars and leave them there past the permitted time. · Better use should be made of space on the road where on-street parking is rarely used at peak times when bus lanes would be operational. · A few key parking spaces must be retained along Papanui Road for disabled people. · Remove all short term parking restrictions for on-street parking in business zones. · Council needs to take a more proactive approach to bus priority measures by removing on-street parking during the morning and evening peaks and have part-time bus lanes the entire length. · No stopping lines through Merivale Mall and Papanui during morning and evening peak will vastly improve traffic flow and have a very minor effect on shops and businesses. · Elimination of on-street parking should not form part of the project – suggest instead removal of turning median so more real estate available to traffic and on-street parking. · Suggest no-parking between 7am to 9am Monday to Friday.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*
Payment System	GEN ECAN	· 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.	***Referred to Environment Canterbury for liaison and action with the respective Bus Companies.***

Concern	Ref	Summary Description	Team Response
Pedestrians	GEN	**Accessibility** · 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. · 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. **Pedestrian Crossing Points** · Pedestrian crossing points – cause long delays at intersections, and encourage people to cross at inappropriate times. · Pedestrian crossing facility at Holly Road needs to be retained – high use by school children and motel staff, and pedestrians walking to Blind Foundation. · Pedestrian crossing operated by lights at Normans Road / Papanui Road to help traffic turning left. · Put in a pedestrian overbridge at Merivale and do away with one set of lights. Suggest pedestrian overbridge linking Merivale Mall with opposite side of road eliminating need for lights. · Change the Harewood Road / Papanui Road / Main North Road intersection to a "barn dance" (i.e. like Colombo / Hereford). · Build underpasses to cross the road. · Put in pedestrian crossing point between McDougall and Leinster for elderly – accidents high in this area. · Why is there no pedestrian crossing at the Harewood Road / Main North Road / Papanui Road intersection (at the south end)? When there is a crossing point on north, east, & west sides – would help people to access the shops on both sides of Papanui Road more conveniently. Favour "barn dance" style pedestrian crossing at the Harewood / Papanui / Main North Road / Horner St intersection. · Pedestrian refuge on Frank St corner will remove some car parks on Frank St. Pedestrian refuge may make it difficult for hearses to gain access to the area between the front fence and the church – private area for grieving family members and friends). Pedestrian refuge will also make it more difficult for coaches leaving Elms Hotel via Frank St and entering Papanui Road. · Favour retention of pedestrian sanctuary outside 482 Papanui Road.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.* ***Refer revised plan for Merivale area.*** *The pedestrian crossing facility will be replaced with a signalised crossing facility similar to the existing crossing at Merivale Mall.* ***Is it viable to put signalised crossing at Normans Rd to help traffic turning left?*** *No.* ***Refer revised plan for Harewood Road area.*** ***Viable for over bridge or underpasses at Merivale for pedestrians?*** *Outside scope of this project.* ***Is it viable to have another crossing point at McDougall and Leinster?*** *No – sufficient crossing points already in the area.* ***Pedestrian refuge on Frank St corner will remove some car parks & compromise access for the church?*** *The pedestrian island proposed will be removed from the plans as a site visit has revealed that the intersection has been narrowed and no longer requires the pedestrian island.* ***Retention of pedestrian sanctuary outside 482 Papanui Road?*** *The pedestrian island in the centre of the carriageway is retained but the build out on the opposite side of the carriageway is removed to allow adequate space for the bus and cycle lanes.*

Concern	Ref	Summary Description	Team Response
Pedestrians cont…	GEN	**Pedestrian / Cycle Conflict** · Where pedestrian / cyclist conflict, include signage to indicate who has priority. · Pedestrian / cyclist interaction high on footpath. **Pedestrians and Business** · Most businesses are struggling to increase their foot traffic. **Footpath Design** · 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. **Median Island Design / Pedestrian Refuges** · 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.	*Pedestrians have right of way on the footway and cyclists have right of way on the road.* *There are no proposals for new cycle paths in this project.* *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.* *The minimum footpath width of 1.8m has been maintained throughout the corridor.* *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.* *This was outside of the scope of this project.*
Road Layout	GEN	**Road Space** · 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. **Implementation of Bus Lanes** · Make bus lanes on new roads or when upgrading roads. **Signals** · More right and left turning traffic light arrows needed. **Road Markings** · 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. **Flush Median** · Removal of flush median outside 385 Papanui Road will mean that when turning right into property will block city bound road. **Traffic Speed** · Reduce speed limit along Papanui Road to 40kph. · Create mixed-use, slow road environment, and make an attractive destination rather than just a corridor. **Kerb Build-Out / Raised Median** · What is happening north of Moorhouse Avenue?	***Why is it necessary to remove the flush median outside 385 Papanui Road?*** *There still remains a narrow flush median at this location which will assist in the right turn manoeuvre. Unfortunately the flush median has had to be removed or narrowed at several locations on Papanui Road to allow for the installation of bus lanes.* *It is outside the scope of the bus priority project to investigate the reduction of traffic speed limits around the City.* *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.*

Concern	Ref	Summary Description	Team Response
Road Layout	PAP	**General** · Not enough green space to provide for four-laning. · Like to see 2 lanes for traffic in each direction and scrapping of flush medians. · Imperative that motorway be extended around the City. · Don't like the green paint. · Provide greater detail on traffic management of cross streets through intersections. · Do not widen Papanui Road, Cranford St or Main North Road · Reduce side street access onto Papanui Road. · Change busy roads to two lanes, e.g. mini motorways. · Excellent idea if road is wide enough. · Do not allow cars to back out onto Papanui Road. · Turn restrictions not a nice option catching non locals out and forcing drivers in the wrong direction. · Important that motorist also needs improved access to the city – meteoric rise in the number of traffic lights on the northern route, not always well synchronised and silly kerb additions. · The closer one gets to the city, the greater the concentration of traffic. · Speed restrictions ought to be put in place along Papanui Road. · Confirm no road widening will occur along the route. · Central turning lane needs to be made narrower to stop cars using it as an overtaking lane. · Slow road / improved environment with current situation. · Would emergency vehicles continue to use the median strip as at present? · Favour installation of planter boxes and cycle stands in suitable locations.	*To be forwarded to the Transport Planners, CCC for consideration in future projects and planning.*

Concern	Ref	Summary Description	Team Response
Road Layout cont…	PAP	**Papanui Road** · Bus priority measures also need to be provided along this section. Eliminate flush median and make a slight reduction in the footpath width at this point. · Right hand turns from side streets onto Papanui Road not favoured. · Why do bus lanes stop at Bealey Ave? · What are squiggly lines on plan? Confirmed that this indicates minor road realignment. Confirmed no change to Holly Road intersection with Papanui Road. · Left only turn at Papanui / Weston Roads intersection is problematical. · Concerned that there is to be no right hand turning in and out of Mays Road – this feeder road into this locality. Also result in greater traffic flow past the kindergarten on Rutland St and the school on Tomes Road. Suggest that inbound bus lane begin after Mays Road. · Concerned at the removal of the median area in the block between Mays & Tomes Roads – will make right turns into properties, nearby businesses and day care centre very difficult and dangerous. Also makes crossing the road more dangerous. · Stop cluttering up back streets with traffic infuriating islands which force more traffic onto Papanui Road, especially the Grassmere St / Rutland St link first proposed in 1948 – remove the humps so as to encourage motorists to seek alternative routes away from Papanui Road. · Is there a right turn ban at the end of Chapter St? · Consent granted for pre-school at 350 Papanui Road for many years now. Flush median used by parents to drop off children in mornings & rely on flush median when turning into the driveway. Removal of the flush median will cause a safety issue for drop off and pick up. · Removal of the median strip increases the hazard of entering our property across the traffic – traffic may be held up for long periods while residents wait to cross. · Confirm there are no turn restrictions from side streets along Papanui Road between Heaton / Innes and Blighs Road – pedestrian islands shown to assist pedestrians in safely crossing the street. · Consideration given to adding right turn signals on Papanui Road for turning right onto Heaton / Innes? Consider installing right turn arrows from Papanui Road into Heaton St and Innes Road – only 1 or 2 cars can get through. Red light runners are common at this intersection too. · Left lanes going north across Heaton St – like to see 'bus only' for straight through traffic.	***Will removal of flush median cause a safety issue for pre-school at 350 Papanui Road?*** *Unfortunately the flush median has had to be removed or narrowed at several locations on Papanui Road to allow for the installation of bus lanes. Parking is available outside of the address at all times outside 1500-1800.* *Bus priority measures for the Papanui Route commence at Bealey Ave and continue north. All bus priority work within the four avenues has been excluded from this project as the Bus Exchange project will dictate the routes for buses within the Inner City.* *Unfortunately the flush median has had to be removed or narrowed at several locations on Papanui Road to allow for the installation of bus lanes. To retain a flush median would require on-street parking to be removed.* *There is no right turn ban proposed at the end of Chapter St, just the addition of a pedestrian facility.* *There are no turn restrictions from side streets along Papanui Road between Heaton / Innes and Blighs Road.* *Heaton St / Innes Rd intersection – reason for no right turn arrow is that there has only been one crash reported in the last 5 years – minor injury. Not justified in terms of numbers and traffic movements.*

Concern	Ref	Summary Description	Team Response
Road Layout cont…	PAP	**Merivale** · Merivale is a mess with all the traffic lights and "islands". 3 set of lights within a very short distance and bus stop (just after Aikmans Road) – already have customers going to Northlands because of parking, buses and easy access. Check if signals along Merivale area are at their optimum – three sets in close proximity. · Put a bridge over the road in Merivale for pedestrians. · Put bus stop further up the road towards Innes Road. · Consider moving the traffic lights at Merivale / Aikmans corner to include the Mansfield junction – then Mansfield could be used at through route to take pressure off McDougall. McDougall fully parked both sides most of the day. Would make it safer for pedestrians crossing the Mansfield Ave entrance. · Office Road and Mansfield Road should be for Mall delivery trucks only. · Need provision for loading in Merivale Mall area. Loading zones to remain where they are. Loading zones should be provided for deliveries. · Office Road / Mansfield Ave – difficult for people to turn right. Turn into Office Road – right hand turn more difficult with loss of flush median. Huge problems for Office Road motorists turning right into Papanui Road – suggest ban right turn out of Office Road – look at Left in Left out. · Option of yellow hatching at Mansfield Ave to turn right? · Proposed new kerbing on Papanui Road just north of Leinster Road should not proceed. **Harewood** · Preference in terms of cycle safety and improved bus transit times is for a full bus/cycle lane on the eastern side of Papanui Road from the Harewood Road intersection to Blighs Road. · The areas that create the bottlenecks of the route are not being touched (i.e. Merivale, Harewood Road to Sawyers Arms Road) – too narrow. There is enough room to create bus lanes provided all the encroachments into the road are removed. · Grants Road – is it still possible for trucks to turn right from Papanui Road? · Rugby St – investigate right turn bay (median) to allow traffic on Papanui Road. · Elms Hotel – tour buses using Frank St to access Papanui Road. · Living Streets sign not to be moved to outside St Giles Church. · People try to turn right at Papanui / Wyndham St intersection. · Pin oak tree outside florist shop – breaking up footpath. Prefer planter with tree (of appropriate size). Investigate removal of trees at the corner. · Village style street-scaping including planting and lighting similar to Merivale and Elmwood in order to create "village" atmosphere. · One loading zone to be provided outside Kamloon at 511 Papanui Road at start of Harewood Road. · Favour retention of one loading space outside 513 Papanui Road.	***Refer revised scheme design for Merivale area.*** ***Refer revised scheme design for Harewood Road / Papanui Road shops area.*** ***Harewood Road intersection*** *– cycle lane has been moved away from the kerb so there is no interaction between cyclists and left turning traffic. Most cyclists are travelling straight through but there is a lot of left turning traffic.* ***Ability for trucks to turn rights from Grants Road into Papanui Road?*** *There is no existing ability for trucks to turn right from Grants Road – the left in left out turn restriction is an existing measure and is to be retained as part of this proposal.* ***Is there potential for right turn bay into Rugby St?*** *No – limited road width prevents this.*

Concern	Ref	Summary Description	Team Response
Road Layout cont…	PAP	**Main North Road** · Cnr of Main North Road and Cranford St – remove safety zone at the southern end of this corner and replace with a low metal barrier to those used on motorways. Will allow sufficient width for two traffic lanes on the curved section. With appropriate markings traffic would then merge into one lane on a straight roadway towards Meadow St. Present day traffic volumes attempting to merge on an unlaned curve become not only chaotic but highly dangerous. · At Halliwell Ave, it is already difficult to enter into Main North Road in either direction – conflict with inbound buses that want to move into the bus priority lane beginning after Halliwell Ave. Accident waiting to happen if lights are not synchronised potentially giving Halliwell Ave vehicles a few seconds for priority in turning. Perhaps a right turning arrow for cars leaving Halliwell Ave. Halliwell Ave is only vehicle access for residents in Halliwell Ave and Tulloch Place. · The intersection with QEII Drive does not have provision for right turning Orbiters into QEII Drive – can lose 10 mins here trying to turn right. Suggest arrow that synchronises with the south bound one would help. · Short sighted to not four-lane the Main North Road section between Harewood Road and Cranford St – most of earlier gains will be lost if this section is not four-laned with a bus priority lane at peak times. Means major alterations to the existing layout of the entry/exit to Northlands & some loss of parking for shops. · Will road layout affect new commercial ventures in the vicinity of Shearer Ave? Confirmed no effect on access out of and into Shearer Ave and bus lane will have minimal effect. Any new commercial developments will be required to provide off-street parking. · Concern at the lack of a left hand turn / bus lane at Vagues Road. · Concern at the removal of the inside lane available to the left hand turn into the Main North Road from Sawyers Arms Road – need a give way left hand turn similar to the exit from the Mall at Halliwell Ave and recently that into Papanui Road from Blighs Road.	*Refer to scheme plans. Cranford Street intersection has been altered to accommodate 4.2m wide bus lane.*

Concern	Ref	Summary Description	Team Response
Schools	PAP TNZ	· Many schools along Papanui Road – the hours 3-3:45pm parents park along where the proposed bus lanes are going to be placed in order to safely pick up their children from school. Bulk of school traffic is dissipated by about 3:50pm – more reasonable to have bus lanes active from 4pm onwards. · Congestion at Normans Rd / Papanui Rd at peak traffic times around school start and close times. **Selwyn House** · Concern re Selwyn House School entrance, particularly between 3-4pm. · Staff have to park on the street to allow parents and children to take the car park spaces provided for pick up and drop off. Where do you propose they park, if all parking removed? · School car park is already congested, and Merivale Lane also very busy and dangerous at this time. · Concerned that zebra crossing outside Selwyn House unsafe. · Crossing near Selwyn House particularly dangerous – by taking away parking away putting pressure on remaining parking for parents of other schools in area. If bus lanes active from 3pm, assure parents that crossing near Selwyn House is made safer. Suggest school speed limit signs making the traffic slow to 40kph. **St Bedes** · Dangerous to have a bus lane near St Bedes School. · Good if there is NO parking outside St Bedes School between 7:30-8:30am. · Bus lane along Main North Road near the school would be a bad idea as buses would have to merge into the traffic anyway near the lights – waste of time, slow the bus and dangerous for cyclists and people going to the high school.	*Drop off / pick up areas are available for parents with bus lanes operating 7-9am and 4-6pm outside school areas.* *Signalised pedestrian crossing to replace zebra crossing.* ***Referred to Transit NZ.***

Concern	Ref	Summary Description	Team Response
Taxis	GEN	**Taxi use of bus lanes** · 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. **Taxi Stands** · 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 Ave – remove to loop of Office Road / Aikmans Road. Removal of taxis from Mansfield Ave may assist flow exiting onto Papanui Road. · Taxi stand in Lawson Street – is this the best place for it in Sydenham?	*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.* *Following discussions with NZ Taxi Federation:* *- Horner St taxi stand to remain in place* *- Mansfield Ave taxi stand to remain in place* *- Investigate additional taxi stand / loading zone in Aikmans Road, as part of Merivale Parking Strategy..* *- Lawson St taxi stand (Colombo) to be investigated by NZTF and reported back on.*
Other	GEN	· Timing of project.	*Anticipate Council decision before end of June 2008. Implementation will take place before during the 2008/2009 financial year.*