Hearings Panel
Lincoln Road Peak Hour Bus Lanes Proposal
AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: **Monday 28 February 2022**
Time: **9am**
Venue: **Committee Room 2, Level 2, Civic Offices, 53 Hereford Street, Christchurch**

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) people holding a current vaccine pass may attend the meeting in person. Attendance is also available by an audio-visual link, please request access details from nathaniel.heslop@ccc.govt.nz. Attendance capacity may be limited.

Panel
Members

Councillor Anne Galloway
Councillor Melanie Coker
Councillor Sara Templeton

23 February 2022

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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa, honoa ki te maurua tāukiuki

Bind together the strands of each mat and join together with the seams of respect and reciprocity

Ōtautahi–Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

- Being open, transparent and democratically accountable
- Promoting equity, valuing diversity and fostering inclusion
- Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future
- Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga–Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect
- Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making
- Actively collaborating and co-operating with other local, regional and national organisations

Community Outcomes

Resilient communities

- Strong sense of community
- Active participation in civic life
- Safe and healthy communities
- Celebration of our identity through arts, culture, heritage, sport and recreation
- Valuing the voices of all cultures and ages (including children)

Liveable city

- Vibrant and thriving city centre
- Sustainable suburban and rural centres
- A well connected and accessible city promoting active and public transport
- Sufficient supply of, and access to, a range of housing
- 21st century garden city we are proud to live in

Healthy environment

- Healthy water bodies
- High quality drinking water
- Unique landscapes and indigenous biodiversity are valued and stewardship exercised
- Sustainable use of resources and minimising waste

Prosperous economy

- Great place for people, business and investment
- An inclusive, equitable economy with broad-based prosperity for all
- A productive, adaptive and resilient economic base
- Modern and robust city infrastructure and community facilities

Strategic Priorities

- **Enabling active and connected communities to own their future**
- **Meeting the challenge of climate change through every means available**
- **Ensuring a high quality drinking water supply that is safe and sustainable**
- **Accelerating the momentum the city needs**
- **Ensuring rates are affordable and sustainable**

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

- Engagement with the community and partners
- Strategies, Plans and Partnerships
- Long Term Plan and Annual Plan
- Our service delivery approach
- Monitoring and reporting on our progress

TABLE OF CONTENTS

1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of a Chairperson Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Item 4

4. Lincoln Road Passenger Transport Improvements (Between Curletts & Whiteleigh)

Reference Te Tohutoro:	22/85992
Report of Te Pou Matua:	Jannie Greeff, Transport Project Manager, jannie.greeff@ccc.govt.nz Sam Sharland, Engagement Advisor, Samantha.Sharland@ccc.govt.nz David Sun, Senior Transport Engineer, David.Sun@ccc.govt.nz
General Manager Pouwhakarae:	Jane Davis, General Manager Infrastructure, Planning and Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

1.1 The purpose of this report on the Lincoln Road Passenger Transport Improvements (between Curletts & Whiteleigh) is to advise the Hearings Panel on the outcome of the consultation and engagement process and to inform it of the preferred option before it considers the views of submitters both oral and written.

1.2 The report also requests that the Hearings Panel makes a recommendation to the Urban Development and Transport Committee to approve the revised scheme design, as per **Attachment A**. This includes:

- Peak hour bus lanes along Lincoln Road, between Whiteleigh Avenue and Curletts Road
  - Weekdays 7am to 9am towards the city (northbound)
  - Weekdays 3pm to 6pm towards Halswell (southbound)
- Peak hour bus lane change on Lincoln Road Stage 1 (Moorhouse to Whiteleigh) on weekdays from 3pm to 6pm towards Halswell (southbound),
- Time restricted parking, and
- Removal of 44 mature trees along the berms and centre median with replacement as per CCC tree policy.

1.3 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the level of community interest in bus lanes and availability of government funding, balanced with the impact on the city as a whole.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

2.1 Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.

2.2 Recommends that the Urban Development and Transport Committee approves:

a. Revised scheme design of the Lincoln Road PT Improvements (Between Curletts & Whiteleigh), as detailed in Attachment A; including changes to the Lincoln Road/ Domain Terrace and Lincoln Road/ Torrence Road intersections.

b. Time restricted parking, as detailed in **Attachment A**; and

c. tree removal, as detailed in **Attachment A**.

2.3 Recommends to the Urban Development and Transport Committee that the detailed traffic resolutions required for the implementation of the project are brought back to the Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

3. Background Te Horopaki

3.1 Lincoln Road (Curletts Road - Whiteleigh Avenue) provides a key bus priority connection between the approved Lincoln Road Phase 1 (Whiteleigh Avenue to Moorhouse Avenue) and the proposed Waka Kotahi NZ Transport Agency section along Halswell Road, between Dunbars and Curletts Roads. These projects provides improved public transport services linking southwest of Christchurch with the city.

3.2 This is part of the Programme Business Case CCC transport system for Lincoln Rd/Whiteleigh Ave under Cluster 6 objectives. It is designed to improve/enhance the transport network in line with the Christchurch Transport Strategic Plan (identified as a core public transport route).

3.3 The primary objectives for the project have been identified as follows:

a. Improved journey time reliability for public transport services in relation to private vehicles.

b. Improved connectivity, convenience and safety for all active travel modes. This incorporates cyclists, pedestrians, public transport users and micro-mobility users (scooters, electric longboards, etc.) and includes access to improved public transport infrastructure.

c. Improved amenity consistent with the One Network Framework (ONF), movement and place function.

d. A central median providing safety for all users. It improves safety and efficiency on Lincoln Road by reducing right turning movements and creates amenity space.

3.4 Lincoln Road (Curletts Road - Whiteleigh Avenue) is a major arterial road. The section between Curletts Road to Wrights Road is currently a single lane on either side of the road. As part of public transport priority, Lincoln Road (Curletts Road to Wrights Road) will be upgraded to a multilane major arterial, where access management will be implemented to improve the traffic safety and efficiency. The proposed design for Lincoln Road peak hour bus lanes project proposes a central raised median which will remove right turn movement into all the existing private and commercial driveways.

3.5 Progress to date on Lincoln Road PT Improvements (Between Curletts & Whiteleigh):

3.5.1 Council approved the project to be declared Metropolitan Significance on 13 August 2020, item 22: https://christchurch.infocouncil.biz/Open/2020/08/CNCL_20200813_MIN_4048_AT_WEB.htm

3.5.2 Council requested the scheme design to be re-visited in August 2020. This was to consider rationalising potential property purchase and consider design changes, particularly in relation to pedestrian connectivity.

3.5.3 Spreydon-Cashmere Community Board were updated on the scheme design progress in July 2021.

3.5.4 Non-resident (businesses and community groups) stakeholder engagement took place between October – November 2021.

3.5.5 Speydon-Cashmere Community Board were briefed on the scheme design for consultation in November 2021.

3.6 Public consultation was carried out from 16 November up to 12 December 2021 including four community drop-in sessions. A business focussed community drop-in session was held on 9 November 2021 with resident drop-in sessions held on 23 November, 2 and 8 December 2021.

4. Option descriptions

4.1 **Peak Hour bus lanes (Curletts Road to Whiteleigh Avenue)**

4.1.1 **Option Description:** Install peak hour bus lanes, between Whiteleigh Avenue and Curletts Road. The final proposal outlined below differs from the consultation plan by minor changes in response to submissions received (refer to **Attachment A**). These changes are detailed in Section 4.6

Key features of the scheme include:

- Extension of the centre raised median from Whiteleigh Avenue to Curletts Road to improve safety of all road users. Centre raised median further provides opportunity for street beautification with trees and landscaping.
- Relocated and new bus stops, shelters and seats.
- 4.2 metre wide bus lanes on Lincoln Road between Wrights Road and Curletts Road, catering for buses and cyclists as a shared lane.
- Three additional pedestrian crossing points in the centre median to prioritize access for local residents to properties, pedestrians, and cyclists.
- Widening the footpath along Lincoln Road between Curletts and Wrights Roads to 2.3 metres, to provide a better than standard level of service (2.0 meters is minimum standard).
- Removal of on-street parking when the bus lanes are operational between Curletts Road and Wrights Road. On-street parking will be usable outside of bus peak hour times. Existing parking bays on Lincoln Road between Lindores Street to Twigger Street will be retained on both sides.
- Restricted right turn in and out of Domain Terrace, and restricted right turn out from Torrens Road making it safer for all road users.
- A U-turn bay is proposed outside 20 Lincoln Road to provide a turning opportunity for vehicles coming from Annex Road and wanting to drive towards Halswell or to access Halswell Road businesses.
- From the feedback received, a further U-turn bay is proposed outside 49 Lincoln Road to provide a turning opportunity for vehicles wanting to drive towards Halswell or access Domain Terrace and Village Health.

4.1.2 **Option Advantages:**

In addition to the scheme features listed above, this design:

- Improves journey time reliability for public transport services.
- Improves connectivity, convenience and safety for all active travel modes. This incorporates cyclists, pedestrians, PT users and micro-mobility users (scooters, electric longboards, etc.) and includes access to improved PT infrastructure.

- Improves amenity consistent with the One Network Framework (ONF), movement and place function, by planting additional trees to soften the street scape.
- Provides peak hour bus lanes connecting with Lincoln Road Phase 1 (Whiteleigh Road to Moorhouse Avenue) and the proposed Waka Kotahi NZ Transport Agency section along Halswell Road, between Dunbars and Curletts roads.
- Provides a cycle connection to the completed MCR Nor'West Arc cycleway.
- 62 submitters supported peak hour bus lanes, refer to **Attachment E**.

4.1.3 **Option Disadvantages:**

- The proposed scheme design prevents right turn in and out movement from Domain Terrace onto Lincoln Road.
- The proposed scheme design prevents right turn access into private properties and businesses due to central median extension, however U turn bays have been provided to reduce the impact of this.
- The proposed scheme design prevents right turn access into 9-13 Halswell Road businesses as well as to 92, 94, 98 and 100 Lincoln Road (Foodstuffs). For more detailed information, please refer to Section 4.4 for 9-13 Halswell Road and to Section 4.5 for 92, 94, 98 and 100 Lincoln Road.
- 46 submitters did not support peak hour bus lanes, refer to **Attachment E**.

4.2 **Peak Hour bus lane change (Moorhouse Avenue to Whiteleigh Avenue)**

Recommendation: Change of peak hour bus lane on Lincoln Road Phase 1 outbound bus lane (towards Halswell). Original bus lane for this section was consulted on in 2018 as a 4pm to 6pm bus lane.

4.2.1 **Option Description:** Change the peak hour times of the outbound bus lane on the Lincoln Road Phase 1 section to be operational from 3pm to 6pm.

4.2.2 **Option Advantage:**

- Consistency between Lincoln Road Phase 1 (Whiteleigh Avenue and Moorhouse Avenue) and Waka Kotahi NZ Transport Agency section along Halswell Road, between Dunbars and Curletts roads.
- Aligns with afternoon school times and provides for students travel requirements.
- 47 submitters supported the additional hour with an additional nine submitters supporting change but wanted to see alternative/ extended times. Refer to **Attachment E**.

4.2.3 **Option Disadvantages:**

- On-street parking might be affected for an additional hour in front of businesses on south side of Lincoln Road.
- 44 submitters did not support the additional hour. Refer to **Attachment E.**

4.3 **Saturday Peak Hour bus lanes**

Recommendation: Not implementing Saturday peak hour bus lanes based on submissions.

4.3.1 **Option Description:** Saturday peak hour bus lanes on both inbound and outbound from 10 am to 2 pm. In accordance with traffic count survey, Saturday vehicle count is similar to weekdays. The inbound peak traffic occurs from 10 am to 2 pm. While outbound peak traffic occurs from 12 pm to 1 pm.

4.3.2 **Option Advantage:**

- Consistency with Waka Kotahi NZ Transport Agency section along Halswell Road, between Dunbars and Curletts roads.
- Provides users alternative transport opportunities to access stadiums in the area such as Ngā Puna Wai, Orangetheory Stadium, Christchurch Arena and Addington Raceway.
- 73 submitters supported Saturday peak hour bus lanes. Refer to **Attachment E.**

4.3.3 **Option Disadvantages:**

- On-street parking will not be available on both sides of the road between Curletts Road and Whiteleigh Avenue between 10am and 2pm on Saturdays.
- 79 submitters did not support the Saturday peak hour bus lanes. Refer to **Attachment E.**

4.4 **Technical Analysis: 9-13 Halswell Road**

4.4.1 **Description:** Proposed scheme design prevents right turn access into 9-13 Halswell Road.

4.4.2 **Design Elements:**

- Road corridoris increased from 2 to 4 lanes (2 either side of median) by using and procuring property designations on southern side.
- Central median provides improved safety for all users. It improves efficiency on Lincoln Road by reducing right-turn movement and creates amenity space.
- Right turn movements into all the existing private and commercial driveways are prohibited in accordance with the design guide for arterial road access management. Alternative facilities, for example U-Turn bays, have been proposed to mitigate the inconvenience to the locals. The numbers and locations of these facilities have been carefully considered to balance the requirements of safety, efficiency and convenience.

4.4.3 **Risks of Providing Right-Turn Lane or Extra U-Turn lane:**

- During peak hour when bus lanes are operating, buses and cyclists will have shared use of the outer kerbside lane. There is a risk that in periods where Lincoln Road traffic is at a standstill, a westbound motorist could yield to allow a driver to complete the U-turn. In this scenario a larger vehicle in the inside traffic lane may obscure a bus, bicycle or motorbike in the bus lane resulting in a collision.
- Outside peak hour bus lane operation, right turn risk for turning traffic is associated with parked vehicles and cyclist using the outer lane.
- An extra turning bay is not possible between Curletts Road and Coppel Place as two traffic lanes merge into one vehicle lane towards the city (northbound) opposite Coppel Place. Current morning peak traffic backs up from before

Curletts Road and a turning bay in this location would potentially add to congestion.

- Current afternoon peak traffic outbound backs up from Curletts Road past Annex Road increasing risk of visibility for vehicles wanting to turn right over two traffic lanes.
- Vehicles may use the right-turn lane as a U-turn facility for linking to Hoon Hay shops, Coppel Place and driving towards Halswell. As the proposed carriageway is not wide enough for vehicles to perform a U-turn, these vehicles might perform a 3-point turn in the carriageway, or turn into 9-13 Halswell Road to complete a U-turn in the property then left turn out from the property heading to Coppell Place.
- Vehicles driving out of 9-13 Halswell Road might try to use the gap in the median (if it was provided) to carry out a right turn, which could lead to a collision with city bound vehicles. Vehicles travelling in the opposite direction from city to Halswell might try to use the gap in the median to carry out a U-turn, which could lead to a collision with city inbound vehicles.
- Refer to **Attachment C** for an independent Safe System Assessment completed on access movement for 9-13 Halswell Road.

4.4.4 **Impact:**

- Removal of the right turn into 9-13 Halswell Road is inconvenient for customers or services vehicles from the south-west direction to access the property.
- Removal of the right turn out from 9-13 Halswell Road will requires customers or services vehicles heading city bound to reroute or perform a U-turn at Curletts Road intersection which is a permissible manoeuvre .

4.4.5 **Mitigations:**

- A dedicated U-turn bay is proposed after Annex Road, which is less than 150m away from the business entrance. Location is chosen due to additional corridor width provided by utilising the property designation.
- Additional signage can be installed in advance of businesses, showing a U-turn bay ahead.
- Communications will be sent out during construction and post-construction to highlight road layout changes.

4.5 **Technical Analysis: 92, 94, 100 and 108 Lincoln Road (Foodstuffs)**

4.5.1 **Description:** Proposed scheme design prevents right turn movement into and out of 92, 94, 100 and 108 Lincoln Road.

4.5.2 **Design Criteria:**

- Road corridor width is increased to 4 lanes (2 either side of median) by using and procuring property designations on the southern side.
- Central median provides safety for all users. It Improves efficiency on Lincoln Road by reducing out movement. Reduces right-turn movement and creates amenity space.
- No right turn out movement from Torrens Road. Right turn in lane provided in central median to access Torrens Road and businesses. Torrens Road is a predominantly residential street serving access to some 80 households in

addition to commercial activities such as the Bin Inn store and an automotive repair activity that front Lincoln Road.

- Current consent (extended in 2021) provides one two-way access and one entry access on Lincoln Road and one two-way access on Lyttelton Street. Existing light vehicle onto Lincoln Road are limited to left turn only whereas heavy B-trains and truck and trailer (delivery) can access Lincoln Road via a right turn.
- Prohibition of right turn in / out of the site from Lincoln Road eliminates the risks listed in Item 4.5.3.

4.5.3 **Risk of Allowing Truck and Trailer Right Turn into Lincoln Road:**

- High risk for pedestrian, cyclist and motorcycle crashes due to turn movement over multiple lanes. The risk is increased due to high traffic volumes on Lincoln Road and the proposed property exit creating a complex environment for above users.
- High risk for intersection crash types for vehicles. This is driven by right turn against intersection within a complex environment with multiple turn movement at this intersection.
- Given the geometry of the road in the vicinity of the western New World access (opposite Torrens Road), the concern is that users may attempt to travel straight ahead or right turn and this will create adverse impacts on safety for Lincoln Road users.
- The location of the proposed western access effectively creates a 4-arm intersection which is generally not recommended for road safety reasons given the number of conflict points that this creates (32 compared to 9 for a T intersection) and the noticeably higher crash rate associated with 4-arm intersections.
- Refer to **Attachment D** for an independent Safe System Assessment completed on access movement for 92, 94, 100 and 108 Lincoln Road.

4.5.4 **Impact:**

- Foodstuffs (New World) delivery vehicles to exit left onto Lincoln Road and use alternative route.
- Foodstuffs concerned that the proposed design affects their approved consent and that the central median will have a severe impact on the operation of the essential service supermarket.
- Prohibition of right turn into the site from Lincoln Road may increase right turn demands from Lincoln Road into Lyttelton Street at Lincoln / Lyttelton intersection.

4.5.5 **Mitigations:**

- Due to land acquisition and road corridor widening on the southern side, the distance between central median and property boundary is 11.6m. This distance is sufficient for heavy B-trains as well as a truck and trailer to exit left onto Lincoln Road. This was not previously possible at the time of consent application.
- A green right turn arrow will be introduced to the exiting signals at the Lincoln / Lyttelton intersection to facilitate the potential increased right turn movements.

- The impact of the proposed road changes on the consented Foodstuffs supermarket while resulting in a loss of ability to turn right in and out of the Lincoln Road access still maintains left-in-left-out movements (the predominant site traffic movement) to occur on this frontage. In addition, the proposed road changes have no impact on the consented Lyttelton Street supermarket access.

Changes presented to the Hearings Panel as a result of consultation feedback:

4.6 **Peak Hour bus lanes (Curletts Road to Whiteleigh Avenue)**

4.6.1 The preferred scheme design incorporates the following minor changes as a result of the feedback received on the consultation plan, refer to **Attachment A**:

- An additional U-turn bay is proposed outside 49 Lincoln Road to provide a turning opportunity for vehicles coming from businesses on the north side and wanting to drive towards Halswell or to access St. Martin's Church, Domain Terrace and Village Health. This additional U-turn bay reduces pressure on right turn movements at Lyttleton Street.
- Pedestrian crossing before Annex Road is proposed to be relocated in-line with 8 Lincoln Road providing pre-school drop-off and crossing opportunity from Annex Road.
- Median islands to be installed at the Domain Terrance, the private lane opposite Domain Terrance and Sylvan Street.
- Bus lanes extend further to the east side of Parade Court, extend to the bus stop near Torrens Road and Curletts Road.
- Kerb build out extend further on the south side of the road opposite Lindores Street.

4.7 **Supplementary feedback from consultation:**

4.7.1 The following key requests were received through public consultation but are not able to be resolved as part of this project:

- Changing peak hour bus lanes to T2 lanes to allow vehicles to use it providing vehicle has 2 or more occupants. Bus lanes help buses to reduce traffic congestion and carbon emissions by carrying more people per trip. This is better for the environment and helps everyone get to where they want to go on time. T2 lanes require extra road width for cycle lanes and bus stops for the entire route, which is not able to be achieved.
- Request for right turn arrow from Lincoln Road turning into Curletts Road. This intersection falls under Waka Kotahi NZ Transport Agency. CCC operations staff are investigating the implication of this request and submissions and findings will be shared with Waka Kotahi.
- Safer cycleway and or separated cycleway requested for Lincoln Road. The proposed scheme design caters for safer cycleway with additional width provided within 4.2m bus lane. Lincoln Road does not fall under major cycle routes and a separated cycleway is not in current planning. CCC will arrange meeting with ECan to discuss potential conflict between cyclist and busses as raised by submissions.
- Request to extend shared path on norther side of Lincoln Road from Annex Road up to Curletts Road. Due to unknown future development for MoE for site

(former Spreydon School), the property designation is not on list for acquisition and current corridor width does not provide sufficient space for a shared path.

- Request to extend bus lanes through to intersection or install bus gates. This will be investigated during detail design phase.

5. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

5.1 Consultation on the Lincoln Road peak hour bus lanes was open from 16 November to 12 December 2021,

5.2 Staff delivered a fold out consultation document to 585 properties and businesses on the route. They also delivered a flyer to 2,022 properties and businesses in the wider area which provided a link to the Have Your Say project page.

Summary of Submissions Ngā Tāpaetanga

5.3 162 submissions were received.

5.4 This included feedback from from 14 organisations and businesses as well as 148 residents. All submissions have been provided to the Hearings Panel.

5.5 43% of submitters showed clear opposition to the peak hour bus lanes.

5.6 57% of submitters supported peak hour bus lanes

5.7 Of those who commented on the Saturday peak hour bus lanes, 73 were in support and 79 were opposed and nine did not indicate a preference.

5.8 Of those who commented on the Addington outbound bus lane change, 47 were in support and 44 were opposed, 66 did not indicate a preference and 10 requested alternative times.

5.9 A full analysis of submissions is available in Attachment E.

6. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

6.1 The decision-making authority for all decisions in connection with Metropolitan Significance projects sits with the Urban Development and Transport Committee. It is the role of the Hearings Panel to consider and hear submissions and information provided by Council Officers, deliberate on those matters raised, and make recommendations to the Urban Development and Transport Committee as the final decision-maker.

Legal Implications Ngā Hīraunga ā-Ture

6.2 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

Risks Ngā Tūraru

6.3 The inherent risks associated with this project are considered to vary between high and moderate, dependant on the options chosen. The risks are tabulated below with the associated consequences and proposed mitigation measures.

Risk	Rating	Consequence	Mitigation
Criticism from business and property owners	High	Negative media, dissatisfied stakeholders	U-turn bays provided for in the design.

about loss of right turn into properties			Proactive and ongoing communications and engagement about the benefits of improved public transport services and improved connectivity, convenience and safety for all users.
Criticism from business and property owners about need for bus lanes	Moderate	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement about the benefits of improved public transport services.
Public criticism	Low	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement.
Disruption to businesses	High	Disruption to the operation of businesses along the route during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities. Pre-planning with businesses along the route on construction phasing and traffic management requirements.

Next Steps Ngā Mahinga ā-muri

6.4 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary, and then report to the Urban Development and Transport Committee for a decision on its recommended option. It is desirable that the Urban Development and Transport Committee consider the Hearings Panel's report at its meeting in June 2022.

6.5 Upon approval of an option, the project team will commence detailed design.

6.6 It is anticipated that the construction of this project will commence towards end of 2023, subject to property acquisition, contractor availability and Covid-19 impact.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Hearing Report - Attachment A - Revised Drawings	16
B	Hearing Report - Attachment B - Road Safety Audit	20
C	Hearing Report - Attachment C - 92,98,100,108 Lincoln Road Safe System Assessment	81
D	Hearing Report - Attachment D - 9-13 Halswell Road Safe System Assessment	104
E	Hearing Report - Attachment E - Consultation Analysis	123

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

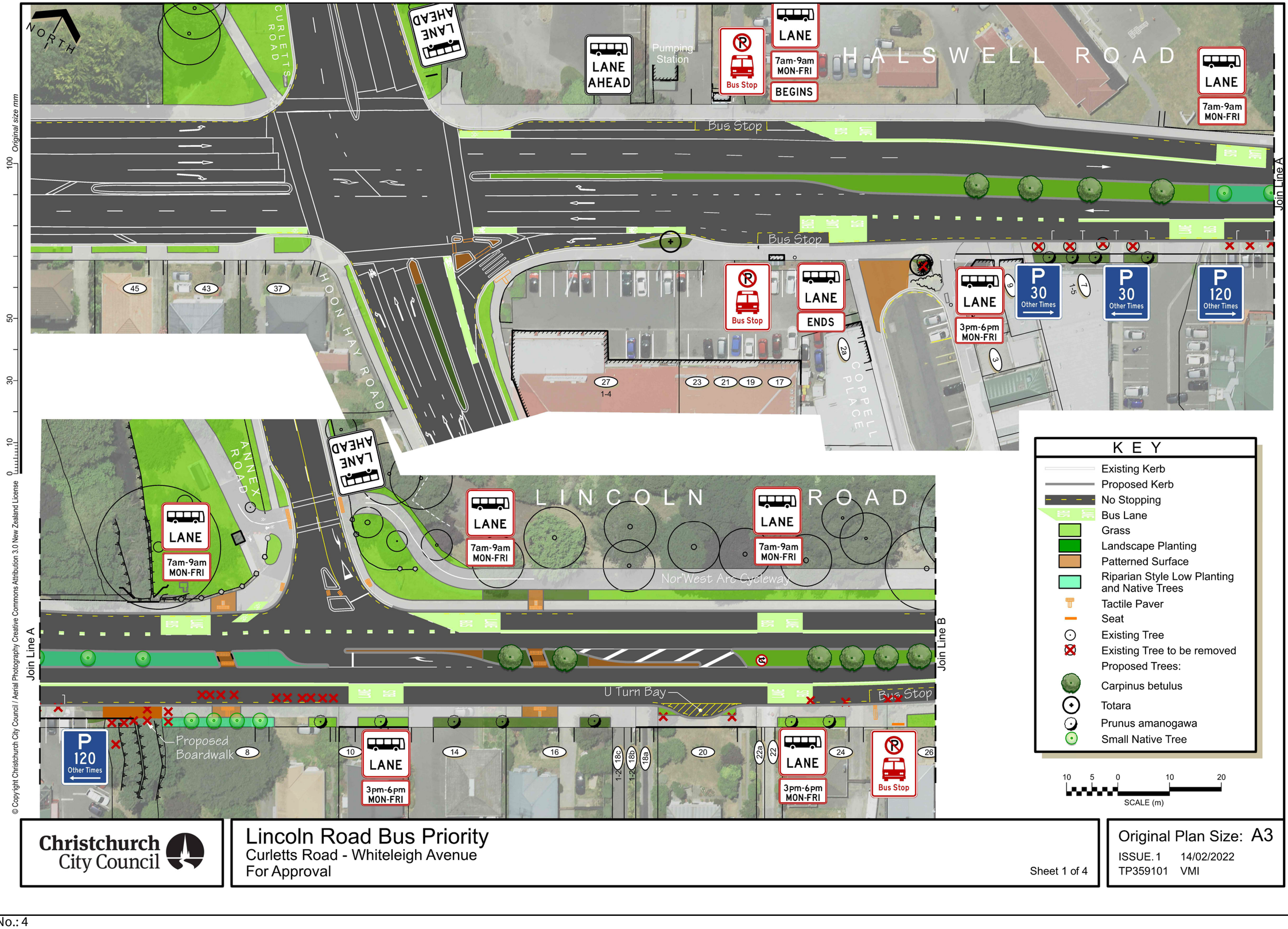
(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories Ngā Kaiwaitohu

Authors	Jannie Greeff - Project Manager Samantha Sharland - Engagement Advisor
Approved By	Oscar Larson - Team Leader Project Management Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



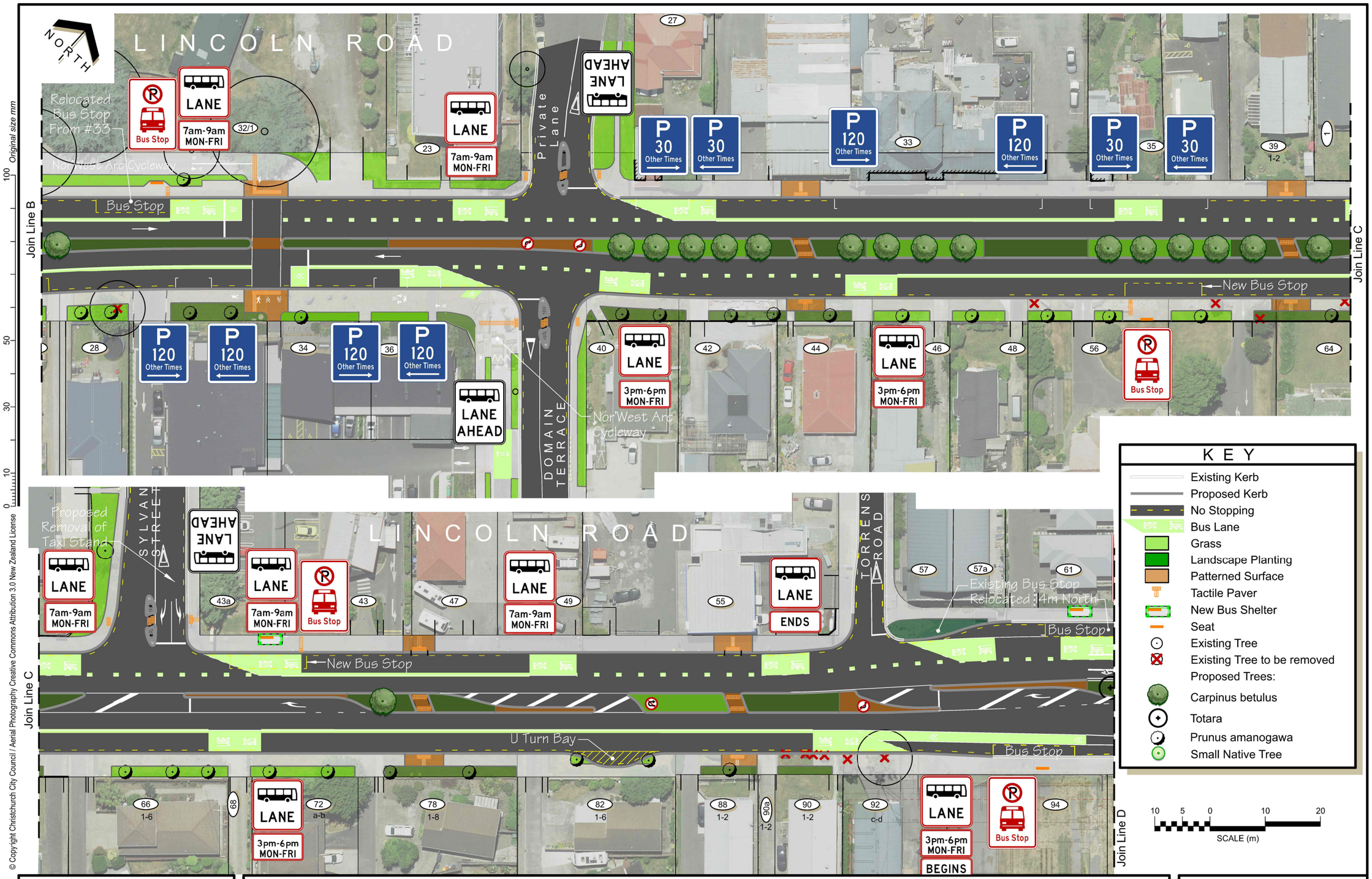
Christchurch City Council

Lincoln Road Bus Priority

Curletts Road - Whiteleigh Avenue
For Approval

Sheet 1 of 4

Original Plan Size: A3
ISSUE. 1 14/02/2022
TP359101 VMI



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Lincoln Road Bus Priority

Curletts Road - Whiteleigh Avenue
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Sheet 2 of 4

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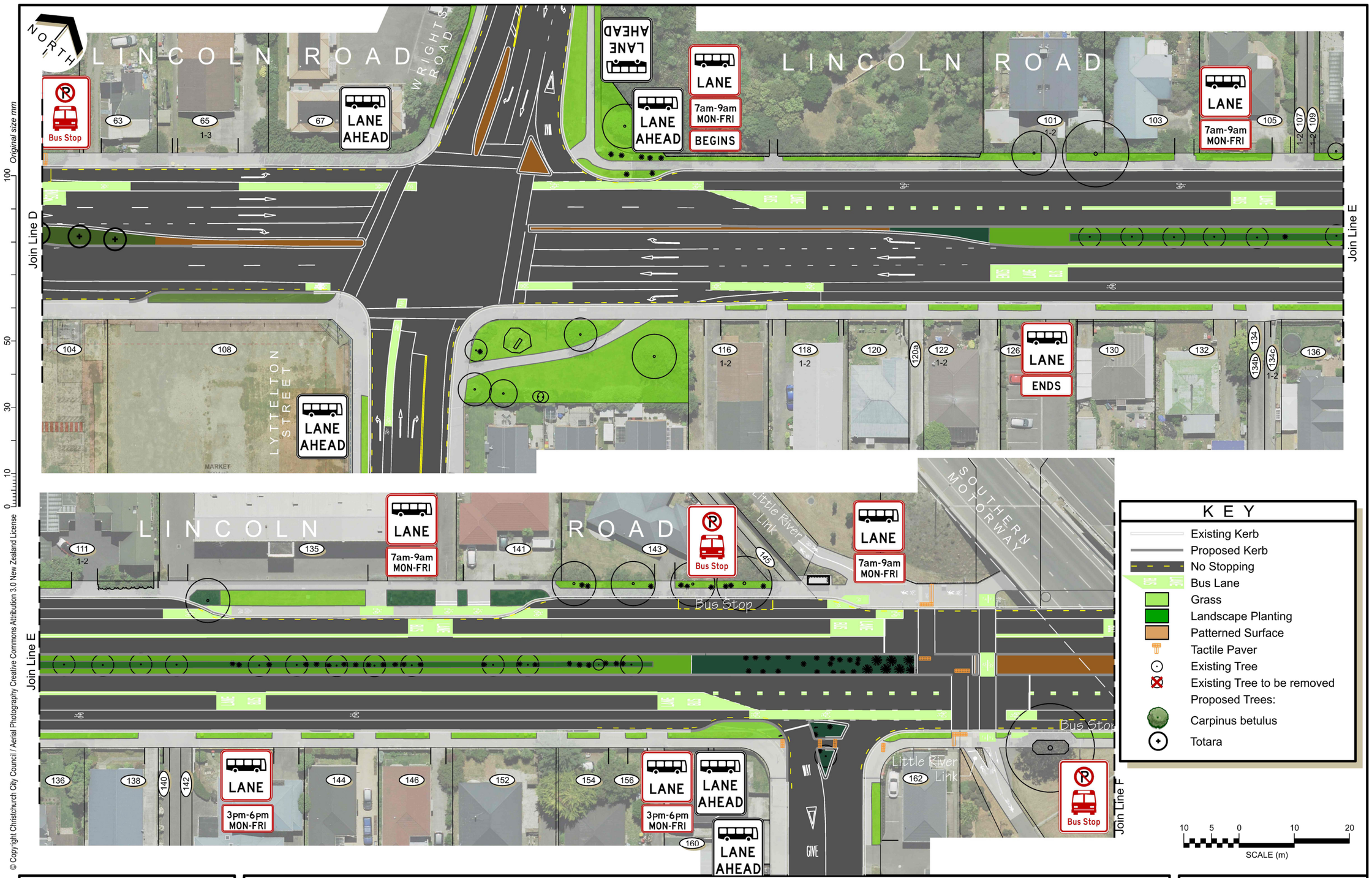


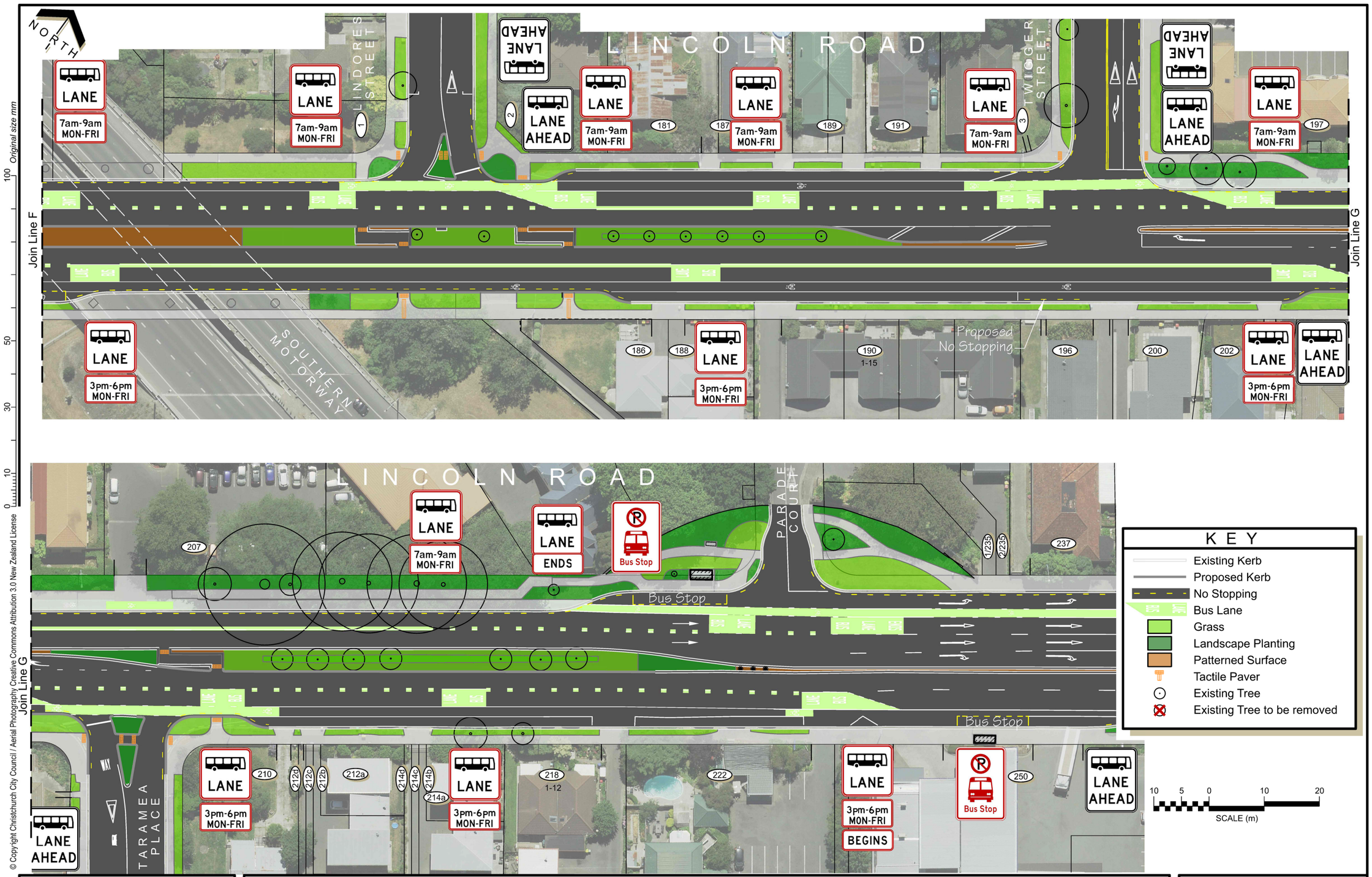
Christchurch City Council

Lincoln Road Bus Priority

Curletts Road - Whiteleigh Avenue
For Approval

Sheet 3 of 4

Original Plan Size: A3
ISSUE. 1 14/02/2022
TP352401 VMI



KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Bus Lane
- Grass
- Landscape Planting
- Patterned Surface
- Tactile Paver
- Existing Tree
- Existing Tree to be removed

10 5 0 10 20
SCALE (m)

Christchurch City Council

Lincoln Road Bus Priority

Curletts Road - Whiteleigh Avenue
For Approval

Sheet 4 of 4

Original Plan Size: A3
ISSUE. 1 14/02/2022
TP352401 VMI

Lincoln Road Public Transport

Scheme Design Road Safety Audit Report

Christchurch City Council

Reference: 509973-01

Revision: 1

2021-11-30

aurecon

Bringing ideas to life

Document control record

Document prepared by:

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Approval			
Author signature		Approver signature	
Name	Mitchell Cocking	Name	Katherine Eveleigh
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Contents

Appendices

Audit drawings

Figures

Tables

1 Background

1.1 Design issues

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc.), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

TO DELIVER COMPLETED PROJECTS THAT CONTRIBUTE TOWARDS A SAFE ROAD SYSTEM THAT IS INCREASINGLY FREE OF DEATH AND SERIOUS INJURY BY IDENTIFYING AND RANKING POTENTIAL SAFETY CONCERNS FOR ALL ROAD USERS AND OTHERS AFFECTED BY A ROAD PROJECT

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case)
- Scheme or Preliminary Design Stage (part of Pre-Implementation)
- Detailed Design Stage (Pre-implementation/Implementation)
- Pre-Opening/Post-Construction Stage (Implementation/Post-Implementation)

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the “NZTA Road Safety Audit Procedures for Projects Guideline”, (dated November 2004 for the current guideline and May 2013 for Interim Release of the new guidelines)”, the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, safety engineer and client for each issue documenting the designer response, client decision (and asset manager's comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.

1.2 The safety audit team

The road safety audit was carried out in accordance with the "NZTA Road Safety Audit Procedure for Projects Guideline", (dated November 2004 for the current guideline and May 2013 for Interim Release of the new guidelines), by:

- Mitchell Cocking, Lead Engineer, Aurecon Christchurch
- Shania Rajanayagam, Civil Engineer, Aurecon Christchurch

The design was undertaken by Christchurch City Council.

The Safety Audit Team visited the site on 15th October 2021 in the afternoon between 12:00pm and 2:00pm to review the current road layout and features. A night visit was not undertaken.

1.3 Report format

The potential road safety problems identified have been ranked as follows:

The expected crash frequency is qualitatively assessed based on expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed based on factors such as expected speeds, type of collision, and type of vehicle involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Risk Assessment Matrix in Table 1 below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

Table 1: Risk assessment matrix

Severity (Likelihood of Death or Serious Injury Consequence)	Frequency (probability of a crash)			
	Frequent	Common	Occasional	Infrequent
Very likely	Serious	Serious	Significant	Moderate
Likely	Serious	Significant	Moderate	Moderate
Unlikely	Significant	Moderate	Minor	Minor
Very unlikely	Moderate	Minor	Minor	Minor

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each risk category is given in Table 2 below.

Table 2: Risk categories

RISK	Suggested action
Serious	A major safety concern that should be addressed and requires changes to avoid serious safety consequence.
Significant	Significant risk that should be addressed and requires changes to avoid injury consequence
Moderate	Moderate risk that should be addressed to improve overall safety
Minor	Minor risk that should be addressed where practical to improve overall safety.

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

1.4 Scope of audit

The scope of the safety audit is limited to the proposed Lincoln Road Public Transport design on the plans which covers the area on Lincoln Road between the intersections of Curletts Road / Hoon Hay Road and Barrington Street / Whiteleigh Avenue.

1.5 Documents provided

The SAT has been provided with the following documents for this audit:

- Lincoln Road 1.200 scheme and services no aerial merged; and
- Lincoln Road 1.200 series merged.

1.6 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report.

Safety audits do not constitute a design review nor an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.

1.7 Project background

Lincoln Road and Halswell Road (SH75) provide a key transportation corridor and link between Christchurch City and residential areas to the south-west of the city such as Aidanfield, Halswall, Lincoln and Tai Tapu. This corridor also provides a vital function for both public transport and active travel modes including cycling. The area to the south-west of the city is undergoing significant residential growth meaning this route is only going to become more important in the future.

Upgrades to this corridor are proposed to improve bus journey times and reliability to cater for future growth, allow buses to come more often and reduce congestion along Lincoln Road and Halswell Road.

The upgrades are proposed to be undertaken in three complimentary sections as outlined below:

1. Section 1 – Lincoln Road (Moorhouse Avenue to Barrington Street / Whiteleigh Avenue) – Christchurch City Council

   Project information **here** and plan **here**.

2. Section 2 – Lincoln Road (Barrington Street / Whiteleigh Avenue to Curletts Road / Hoon Hay Road) – Christchurch City Council

3. Section 3 – Halswall Road (Curletts Road / Hoon Hay Road to Dunbars Road) – Waka Kotahi

   Project information **here** and plan **here**.

This road safety audit covers the scheme design of section 2 only.

1.8 Project description

The project involves the installation of bus lanes and associated roading improvements on Lincoln Road between the Barrington Street / Whiteleigh Avenue intersection and the Curletts Road / Hoon Hay Road intersection. Features of the project include:

- Bus lanes on both sides of Lincoln Road, which will operate weekdays between 7am and 9am, for the city-bound journey, and between 3pm and 6pm for the Halswell-bound journey. It is proposed that the bus lanes stop short of these intersections and recommence on the departure side of the intersection.
- Retention of separate cycle lanes between the Barrington Street / Whiteleigh Avenue intersection and the Lyttelton Street / Wrights Road intersection. Between the Wrights Road / Lyttelton Street intersection and Curletts Road / Hoon Hay Road intersection cyclists will share the bus lane.
- Provision has been made for some off-peak parking between the Lyttelton Street / Wrights Road intersection and Curletts Road / Hoon Hay Road intersection.
- It is proposed that the bus lane between the Barrington Street / Whiteleigh Avenue intersection and the Lyttelton Street / Wrights Road intersection will become a second general traffic lane during the off-peak period.

- A raised median is proposed between Lyttelton Street / Wrights Road intersection and Curletts Road / Hoon Hay Road intersection which incorporates places for pedestrians to cross Lincoln Road.
- Power cables on the north side of Lincoln Road will be undergrounded allowing the removal of overhead lines and power poles.
- Posted speed of Lincoln Road remain at 50km/h.
- Minor improvements and / or turning restrictions at the following side road intersections:
    - Taramea Place – Kerb, line marking and crossing changes.
    - Twigger Street – Line marking improvements
    - Lindores Street – Kerb, island and line marking changes.
    - Nairn Street – Kerb, island and line marking changes.
    - Torrens Road – Kerb changes. A raised median is also being installed to prevent right turns.
    - Sylvan Street – Kerb, line-marking and crossing changes.
    - Domain Terrace / Private Lane – Kerb, line-marking and crossing changes. A raised median is also being installed to prevent right turns and through movements at these intersections.
    - Annex Road – Kerb changes.
    - Coppell Place – Kerb and line marking changes.

It is noted that no significant changes are proposed at the following major intersections:

- Barrington Street / Whiteleigh Ave intersection;
- Lyttelton Street / Wrights Road intersection; and
- Curletts Road / Hoon Hay Road intersection.

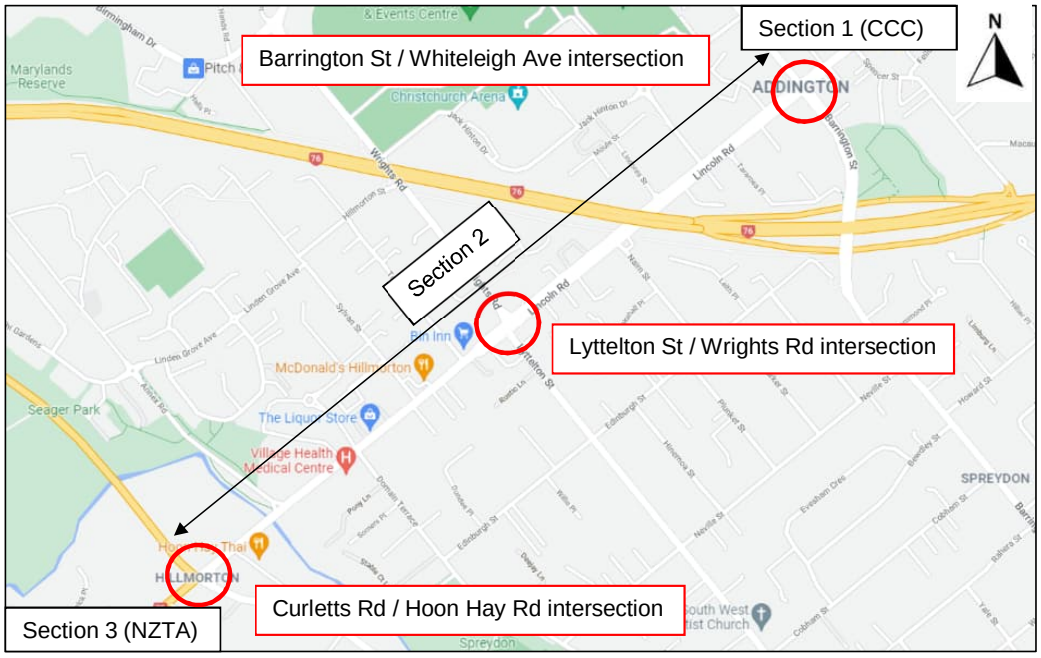


Figure 1: Site Overview

1.9 Previous safety audits

The SAT are unaware of any previous safety audits undertaken for the proposed works.

1.10 Further Safety Audits

It is recommended that both a detailed design and post construction safety audit are undertaken. These should include night audits to check that the street lighting is safe and fit for purpose. Future safety audits should also consider:

1. Signage, line-marking and coloured surfacing is appropriate and in accordance with relevant standards.
2. Intervisibility and sight lines are adequate at all intersections within the area under consideration.
3. Pedestrian movements should be observed to ensure safe access across Lincoln Road, side roads and to bus stops within the area under consideration.
4. Installed traffic signals are operating as anticipated.
5. The are no safety issues at night and lighting is adequate.

2 Safety Audit Items

2.1 Bus lanes at intersections – Moderate

The SAT understand that upgrades are proposed to Halswall Road and Lincoln Road beyond the extents of this project both south of the Curletts Road / Hoon Hay Road intersection and north of the Barrington Street / Whiteleigh Avenue intersection as part of separate projects which also include bus lanes. The SAT understand that no upgrades are proposed to these intersections themselves as part of either of these projects and that the bus lanes will terminate at the intersection and begin again after the intersection.

Dropping the bus lanes at intersections creates more diverging and merging movements by through traffic and between through traffic and buses. Every bus will need to merge with through traffic at every intersection. This results in some increased risk compared to continuing the bus lanes through the intersections.

There is also little in the way of signage or intuitive line-markings to alert motorist that they need to merge or move into the right lane on the departure side of the intersections which could lead to poor or abrupt decision making resulting in collisions. Often these short two lane sections through intersections behave poorly because traffic tends to stay in the right lane knowing that they need to be in the right lane on the departure side of the intersection anyway. This can lead to behaviours where some motorists will race up the left through lane to overtake traffic in the right lane which can further increase the risk of an incident where the left lane must then merge back into the right lane.

The SAT understand that a decision may have been made for the whole corridor that bus lanes will not be continued through intersections for capacity reasons.

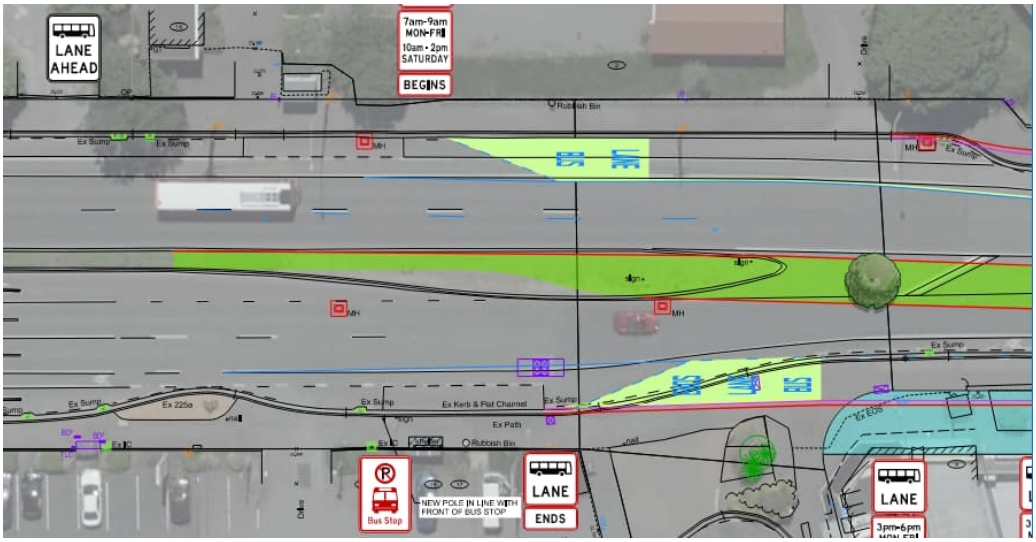


Figure 2: Departure from Curletts Road intersection has longer merge between two traffic lanes

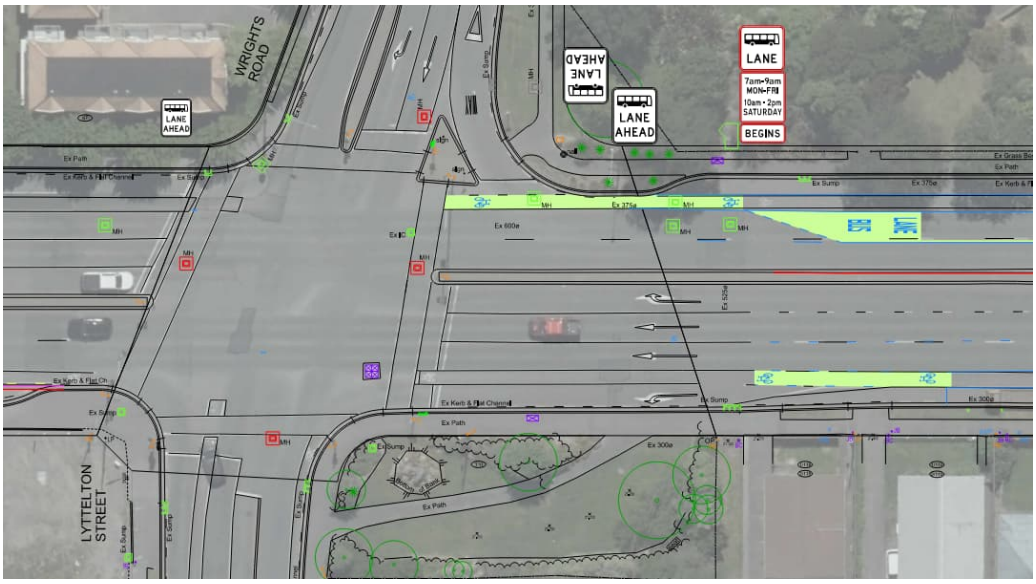


Figure 3: Departure from Wrights Road requires traffic to abruptly move into right lane when bus lane operating

Recommendation

The following recommendations are made:

1. The design team should liaise with the team working on the Halswell Road upgrades to determine if any works should be completed at the intersection. For example, a continuous bus lane through the intersection could be considered which would reduce the number of merge conflicts as through traffic would not be permitted to demerge and remerge at the intersection and buses would not be required to merge with through traffic to negotiate the intersection.
2. Traffic modelling of Halswell Road and Lincoln Road and intersection capacity checks should be undertaken to inform the decision about whether bus lanes should be continued through the intersections to improve safety through reducing merge conflicts. Efficiencies gained through having extra traffic lanes at the intersections may be lost through poor merging downstream of the intersection or offset through increased merge type crashes.

   If it is proposed that bus lanes should not continue through intersections then careful consideration needs to be given to how traffic merges on the departure side of the intersection. Currently the plans show different means of achieving this with some having a longer merge for traffic but others just having an abrupt change from two traffic lanes to one traffic lane and one bus lane. If bus lanes do not continue through the intersection it may be more appropriate to have a longer merge for traffic.

   The issue of merging was addressed on the upgrades of Cranford Street by extending the length of the merge taper at the start of the bus lane and making it clear through the line-marking that the two lanes of traffic must merge into one. A similar layout could be considered on the departure side of intersections on Lincoln Road to reduce some of the risks highlighted previously.

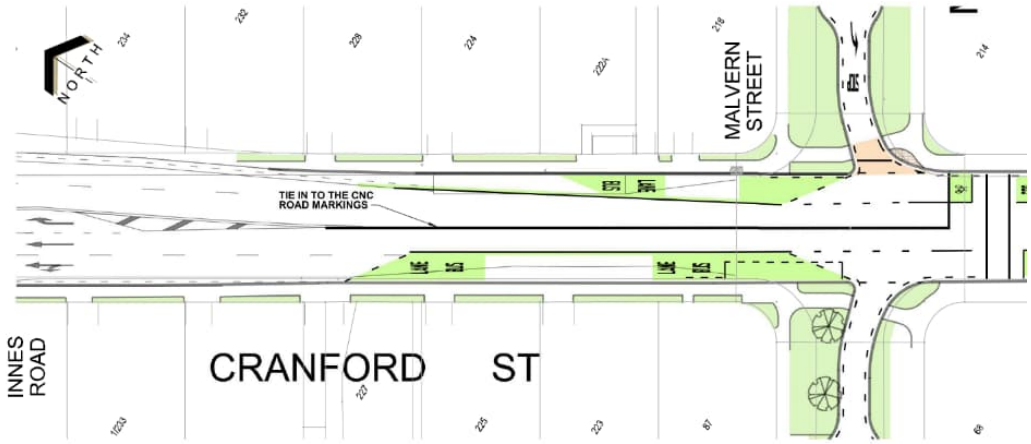


Figure 4: Longer merge on Cranford Street where two traffic lanes transition into one plus a bus lane

A consistent solution needs to be developed for the whole corridor including other sections of Lincoln Road and Halswall Road to ensure that the actions required of motorists are consistent and intuitive.

Frequency Rating:	**Common**	**Severity Rating:**	**Unlikely**
Designer Response:			
1. Noted. Ending / starting bus lanes before / after intersections is a consistent treatment throughout the entire Lincoln / Halswell Road corridor from CCC's Stage 1 (Addington) section to Waka Kotahi section for now. It will be monitored and reviewed in the future whether it is necessary to extend the bus lanes to intersections. 2. Noted. The edge lines of the proposed departure side bus lanes from Wrights to Whiteleigh will be marked as 50 m dashed green/white to allow vehicles to merge back into the traffic lane during the peak hours.			
Safety Engineer:			
1. Agree with auditor, in particular for the westbound approach to the Hoon Hay intersection (safety audit comment 2.2). Designer to discuss monitoring approach across Council. 2. Agree with auditor. Modelling outputs not provided to safety engineer. The downstream merge at Wrights Road is short and could lead to drivers merging through the intersection at peak times, so there is likely to be uneven lane usage from the two through lanes. It is noted that the designer has amended the scheme in line with the recommendation.			
Client Decision:			
Agree with Designer based on revised scheme drawings. Further investigation to be carried out during detail design to ensure alignment between sections.			
Action Taken:			

2.2 Westbound bus lane termination at Coppell Place – Moderate

The design shows the westbound bus lane terminating at Coppell Place in advance of the Hoon Hay Road intersection. Also in this location, the single traffic lane begins to diverge into two traffic lanes. The bus lane at this point transitions into the location of the existing bus stop. This will create a situation whereby any bus travelling in the bus lane will need to yield to general traffic. In some cases the buses may need to do this abruptly if they do not plan to use the bus stop or there is another bus already in the bus stop. The frequency of the merging buses in conjunction with diverging traffic

potentially increases the risk of a collision at this location. This risk is greater for cyclists who may find themselves in the blind spot of a bus driver.

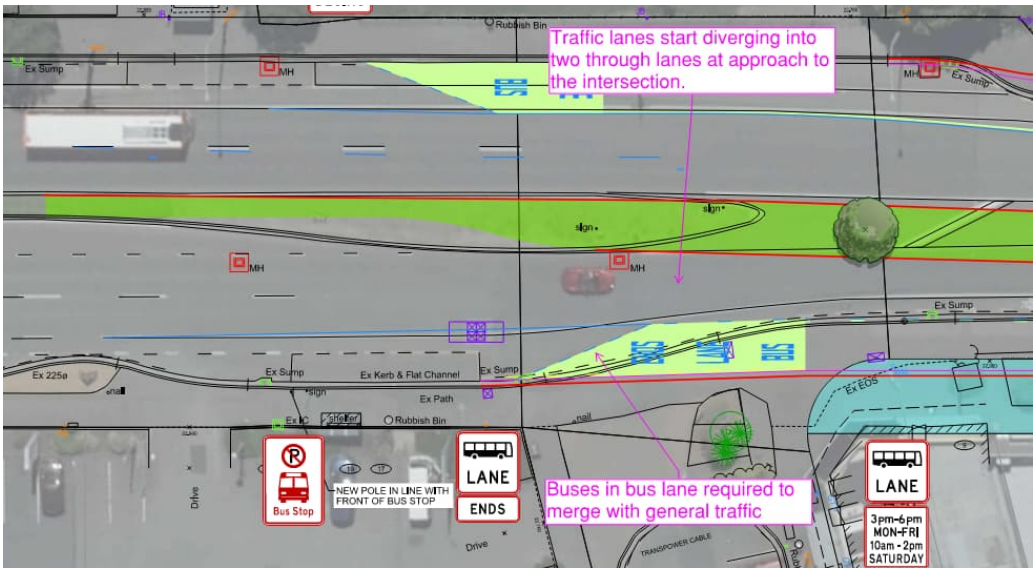


Figure 5: Westbound bus lane termination at Coppell Place

Recommendation

Investigate if there are any options which allow buses to continue straight into the left through lane and require traffic to switch lanes to enter the left through lane rather than requiring buses to merge with the diverging traffic. This would be more consistent with the layout at Whiteleigh Avenue and allow buses to easily bypass the bus stop if not stopping and carry out through movements without having to make an abrupt merge with general traffic at the termination of the bus lane. The below figure gives an indication of what such an option could look like (for example of concept only).

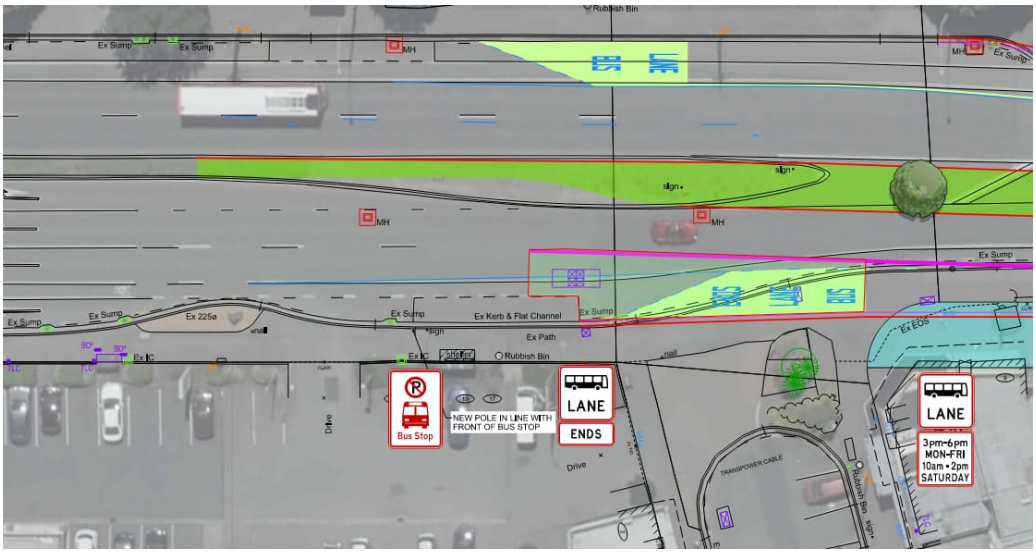


Figure 6: Possible alternate option for bus lane termination

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			

Agreed. Bus lane to be extended and to end into a normal traffic lane.
Safety Engineer:
Agree with the auditor regarding the issue. It is noted that the designer has accepted the response and amended the design. Residual risk remains due to the potential conflict between a bus exiting the stop to travel through to Halswell, a cyclist travelling along Lincoln Road and a through vehicle moving into the southern through lane on the approach to the intersection. Consideration could be given to extending the bus lanes to the west side of the bus stop and providing the green along the extent of the conflict point and end of the bus lane. This would still retain 50 metres of queueing space in the southern lane.
Client Decision:
No further comment based on revised design. Designer to investigate Safety Engineer recommendation during detail design.
Action Taken:

2.3 Carpark aisle width and circulation lane – Minor

The design shows that land from the property 5/7 Lincoln Road is required to accommodate the bus lanes which results in a row of parking bays within an off-street carpark being relocated backward from the road. This has reduced the available aisle width in the carpark. The parking bays have also been converted from perpendicular to angled spaces. These changes have increased the risk of nuisance collisions between motorists in the carpark given the limited manoeuvre space available. Risk of collisions with the building or pedestrians is also increased given the proximity of the building to the carpark aisle.

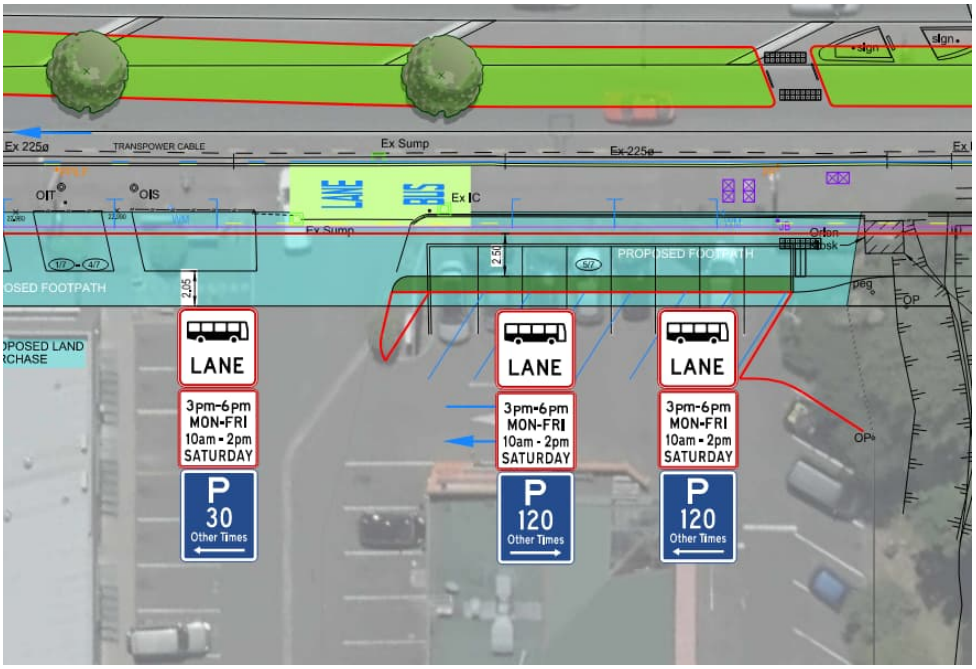


Figure 7: Carpark at 5/7 Lincoln Road

Figure 8: Carpark in front of Bills Bar & Bistro

Recommendation

The following recommendation are made:

1. Check the proposed aisle width is sufficient for an off-street carpark.
2. Add pavement markings within the carpark to permit one-way circulation in a clockwise direction only.

Frequency Rating:	Occasional	Severity Rating:	Unlikely
Designer Response:			
Agreed. Proposed property acquisition width reduced to allow perpendicular parking. Updated in scheme drawings.			
Safety Engineer:			
Agree with auditor. Designer has confirmed car park can still operate safely.			
Client Decision:			
Agree with Designer response based on revised drawings.			
Action Taken:			

2.4 Pedestrian crossings and bus lane – Significant

The proposed design retains the two two-stage crossings of Lincoln Road either side of Annex Road by replacing pedestrian refuge islands with crossings through the proposed raised median. Whilst there are existing crossings in these locations the SAT note that this risk profile may have changed due to pedestrians now essentially having to cross a much wider carriageway on both sides due to having to cross both the traffic lane and bus/cycle/parking lane. The creation of a wider carriageway may also encourage increased vehicle speeds.

Pedestrians may also out themselves in vulnerable positions when attempting the crossing. For example, a pedestrian crossing to the median will likely observe that there are no buses approaching and cross to the inside edge of the bus lane to wait for a gap in traffic. This puts the pedestrian in a

vulnerable position should a bus approach or a vehicle wish to turn left off Lincoln Road. Pedestrians may have to wait a reasonable length of time for a gap in traffic given the high traffic volumes on Lincoln Road at peak times. This could apply to all proposed crossings of Lincoln Road.

These factors could lead to increased likelihood and/or severity of an incident involving a pedestrian.

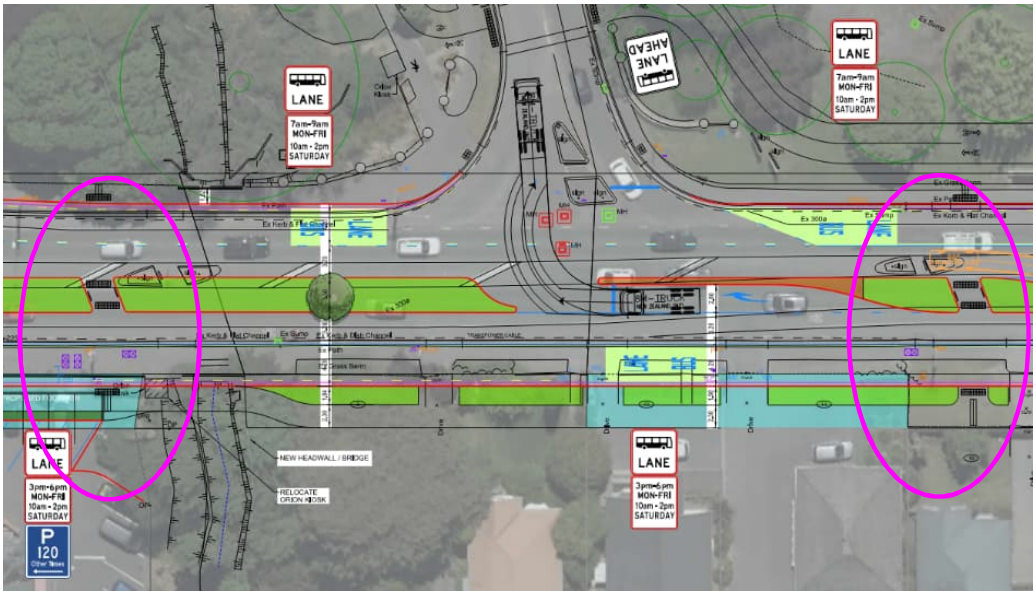


Figure 9: Proposed crossings of Lincoln Road

Recommendation

The SAT understand that there is likely to be a demand to cross in these locations hence the desire to retain the crossing points. It is recommended that the appropriate due diligence be completed to ensure these crossings and other crossings on Lincoln Road are appropriate and safe for the expected traffic and crossing users. The following recommendations are made.

1. Assess the suitability of the crossings when taking into consideration existing road parameters (traffic volumes, pedestrian demand, user types and percentage of vulnerable users, crash history, accessibility of alternate crossings) and proposed changes in road width and the impact this may have on crossing safety. This should also consider potential for future traffic growth and or increased frequency of public transport. It is likely that Lincoln Road could be much more difficult to cross for mobility impaired pedestrians with the added bus lane hence additional signalised crossing points may be required if there are locations where there is a high crossing demand or high proportion of mobility impaired or vulnerable users.
2. In light of the above consider alternate crossing types if appropriate or mitigative measures that could be incorporated to make the crossings safer. One mitigation could be to install additional bus lane markings on the approach to the crossings in the westbound direction to ensure that it is clear to pedestrians that this is a bus lane.
3. Review the crossings post-construction to ensure they are fit-for-purpose. This should be considered for all crossing of Lincoln Road.

Frequency Rating:	Occasional	Severity Rating:	Very Likely
Designer Response:			
Noted. The widened raised median will provide refuge for pedestrians to wait to cross the road in two stages. Pedestrian Sight Distance will also be provided at the crossing points. Therefore, the safety for crossing will be significantly improved compared to the exiting.			

The proposed median refuge crossing facility with two stages is considered as an appropriate option under the existing pedestrian and traffic volumes. The crossing points are not far from the upstream/downstream signalised intersection/crossing. These signals provide gaps in the traffic flow even in peak hours. These allow pedestrians to cross the road in two stages safely without a huge delay. The existing pedestrian numbers do not warrant the additional signalised mid-blocking crossings. It will be monitored post-construction to assess whether it is necessary to introduce any signalised mid-blocking crossings.
Safety Engineer:
Agree with the auditor. The crossing to the west of Annex Road provides for a desire line to the shops and Hillmorton High/Spreydon School area from both the Major Cycleway and the residential development from Annex Road. The major cycleway users may also wish to access local shops and facilities at the Hoon Hay precinct. Site observations (8am-9am only) confirmed there was a desire line from Coppell Place for people riding bicycles and wanting to travel east along Lincoln Road or to access the Major Cycleway on Annex Road. Around 7 riders generally rode on the footpath from Coppell Place assessed a gap in traffic and crossed over using the flush median. Approximately 22 other users crossed at the island to the west of Annex Road including children with caregivers, older children and adults. All users at the island had to cross through queueing traffic travelling eastbound. Another 17 people were observed crossing the road between the bus stops and the island rather than using the controlled crossings that are provided. Eight of these included people alighting the eastbound bus and crossing over the lanes and solid median to access the shops. They were crossing in between moving and queueing traffic. With the addition of the bus lanes, vulnerable road users are being asked to cross four lanes of traffic, where the two outside lanes are likely to have faster moving traffic, and that could further be masked by large vehicles queueing in the traffic lane as a result of congestion. Whilst there are crossings at the intersection with Curletts Road and at Domain Terrace, there is a desire line for vulnerable road users crossing in between the two locations and risks remain around the safety of these users crossing the road particularly as this is an arterial route with a posted speed of 50km/h. The location of the bus stops should also be assessed to see if they can be moved closer to a crossing.
Client Decision:
Agree with Designer and Safety Engineer point of view however there is a mid-block crossing +/-120m to east of Annex Road and a signalised crossing point +/-200m to the West of Annex Road. This to be further investigated during detail design in line with possible plans with MoE. This to be taken to CCC TSG team for further review and decision making.
Action Taken:

2.5 Trees in raised median – Moderate

New trees are proposed in the new raised median on Lincoln Road. These trees could cause an obstruction to intervisibility between motorists at intersections or U-turn locations or between motorists and pedestrians at crossing points. This could lead to a motorist or pedestrian failing to give-way to traffic resulting in a collision.

The trees do also present a run-off road / loss of control crash risk which should also be factored into species selection.

Recommendation

Recommendations as follows:

1. Ensure trees are located with appropriate separation to intersections, turn points or pedestrian crossings.
2. Ensure the appropriate species type and size of tree are used.

Frequency Rating:	**Infrequent**	**Severity Rating:**	**Likely**
Designer Response:			

Agreed. Location of trees to be confirmed during detail design. Tree species will be selected depending on their height, canopy and growth, with appropriate species selected for different areas.
Safety Engineer:
Agree with auditor and designer.
Client Decision:
Agree with Designer response.
Action Taken:

2.6 Width of footpath across bridge – Minor

The design shows that the kerb is being moved closer toward the edge of the bridge on the northern side of Lincoln Road (west of Annex Road). The plans appear to show a width of 1.62m between the face of kerb and the concrete wall running alongside the footpath. There appears to be a concrete footing to the wall which would further constrain the path width to less than 1.5m. This could increase conflicts between path users particularly those with wheelchairs, mobility devices or prams.

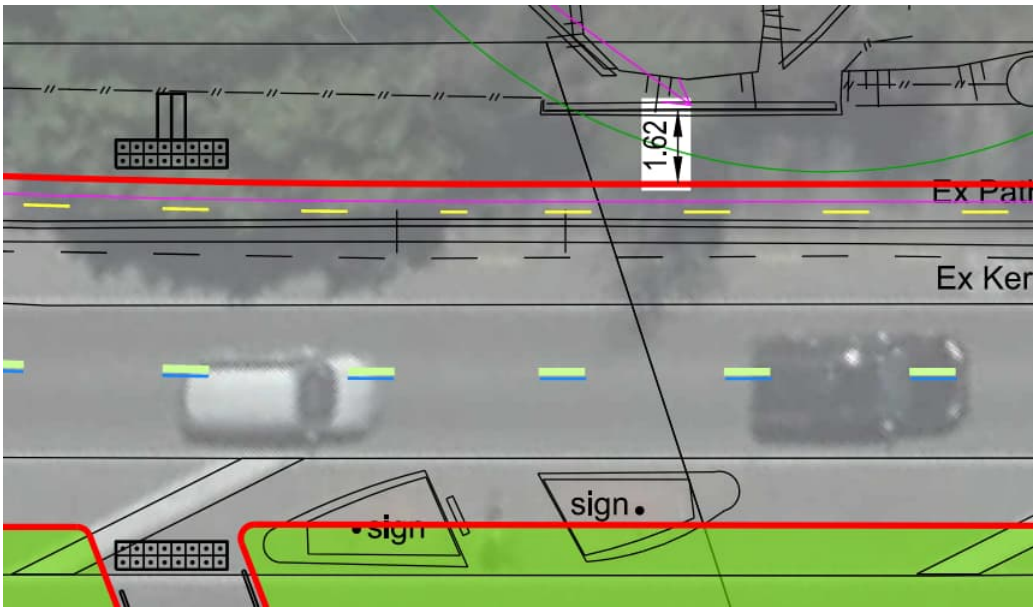


Figure 10: Footpath width between bridge wall and kerb

Recommendation

Check footpath dimensions and provide additional footpath width if possible. A 1.8m wide footpath is desirable or 1.5-1.6m absolute minimum if that is not achievable. There may be benefit in reducing the median width slightly to achieve a more desirable footpath width in this location.

Frequency Rating:	**Infrequent**	**Severity Rating:**	**Unlikely**
Designer Response:			
Agreed. The footpath on the bridge to be widened to 2 m.			
Safety Engineer:			

Agree with auditor and designer. Conflict risk remains for users of the northern footpath as in addition to people walking on the northern footpath on Lincoln Road there were approximately 10 people observed riding on the path (half travelling in each direction) and more closer to the island crossing for people wanting to access Annex Road/Major Cycleway. There appears to be no consideration of wider cycle network issues in item 2.8 and connectivity to the shared path on Curletts Road.
Client Decision:
Agree with Designer response with footpath width increased to above min. standards within project constraints such as bridge widening.
Action Taken:

2.7 Bridge and drop to stream – Moderate

There is a bridge over a stream just to the west of the Annex Road intersection. Generally it is well fenced however there is a small portion on the southern side of Lincoln Road where there is only a partial fence. There is a risk in this location that a child could easily fall through the fence and down into the stream. This hazard is also not immediately obvious making it more of a risk as parents with young children are unlikely to be aware of the hazard behind the fence.

Figure 11: Footpath width between bridge wall and kerb

Figure 12: Fall to stream behind partial fence

Recommendation

Recommendations as follows:

1. Consider short term measures to reduce the likelihood that a young child could enter the area behind the partial fence and fall down the bank.
2. Ensure that the design of the bridge / culvert extension in this location has an appropriate balustrade or fence to prevent falls down into the stream.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Likely**
Designer Response:			
Noted. 1. The existing hazard will be fixed as part of proposed project. 2. The details of the balustrade / fence will be considered during detailed design stage.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.8 Access to cycleway at Annex Road – Minor

A new Major Cycle Route (MCR) has been installed on the north side of Lincoln Road (east of the Annex Road intersection which crosses Annex Road then heads north on the western side of Annex Road. There may be a desire for some cyclists heading eastbound on Lincoln Road to access this cycleway but there appears to be no easy way to do so without completing a sharp turn onto the footpath via the pedestrian cutdown at the Annex Road intersection. This could lead to cyclists being in conflict with left or right-turning traffic movements from Lincoln Road or conflict with pedestrians crossing Annex Road. Alternatively, cyclists may exit at the pedestrian cutdown west of the bridge which would then put them in potential conflict with pedestrians over the narrower section of footpath over the bridge.

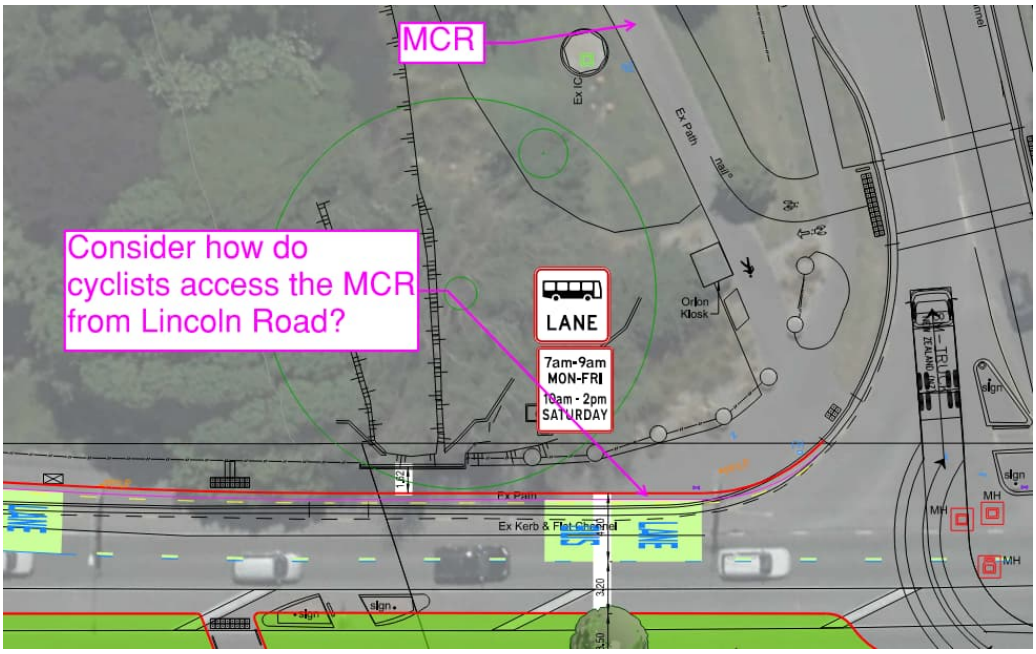


Figure 13: Cycle access to MCR from Lincoln Road

Recommendation

Consider a cycle cutdown just in advance of the Annex Road intersection to allow cyclists to exit Lincoln Road and access the MCR on Annex Road. Ensure associated measures such as warning tactile pavers and shared path markings are used.

Frequency Rating:	Infrequent	Severity Rating:	Unlikely
Designer Response:			
Agreed. A cycle cutdown is to be provided for cyclists to connect to the MCR from Lincoln Road. Meanwhile, the crossing point west of Annex Road to be moved closer to Annex Road. The existing footpath on the north side of the road from Curletts Road to Annex Road cannot be formally turned into a shared path because the width is not wide enough. Extra lands needs to be purchased from the school for building a proper shared path.			
Safety Engineer:			
Agree with auditor and designer. The wider cycle network appears to have not been taken into consideration at this location. There are cycle signals installed at the Curletts Road/Hoon Hay intersection, which would allow users from the Curletts Road shared path to access the footpath on the north side of Lincoln Road although there is no formal shared path. This therefore requires users to exit onto the road and then re-join the off-road network at Annex Road. There is limited driveways along this section and a shared path could allow more interested but concerned riders to connect from Curletts Road to the major cycleway off-road. Consider if allowing a short section of permanent narrower bus lane (a small number of parking spaces would need to be removed) and therefore a wider path to			

improve the levels of service and connectivity for active modes is achievable within the road reserve to facilitate the connection between the cycle facilities.
Client Decision:
Agree with Designer response. Cycle cutdown to be provided. Shared path to be investigated between Curletts Road and Annex Road once there is certainty on MoE development plans.
Action Taken:

2.9 Side road intersection details – Moderate

There are a number of minor issues at side roads where existing layouts may not meet the required technical standards in terms of tactile paving, signage, kerb top markers (KTMs) and line-marking etc. Whilst these could be considered out of scope and they are generally minor in nature on their own, the SAT consider that a review of all side roads should be undertaken and improvements made where feasible to improve overall safety and consistency of side road intersection details. All minor issues at all side road intersections have been grouped together under this item.

Annex Road intersection

1. No KTMs provided on the island nose or inside edge of the islands which reduces visibility of the islands at night.
2. The limit line marking shown on the plan is parallel to Lincoln Road but it would be preferable to angle this to be perpendicular to the left turn lane from Annex Road to reinforce that the left turn is the only possible movement.
3. There is currently no give-way signage as the intersection is a T however given the relatively high traffic volumes on Lincoln Road it is recommended that give-way signage be installed. This would typically include a sign on the left of the turn lane and in the central refuge island.
4. Tactile pavers on the west side of Annex Road are not aligned with the crossing.
5. Consider a white continuity line on the left edge of the bus lane to clearly define the edge of the bus lane for motorists.

Domain Terrace

1. Consider a white continuity line on the left edge of the bus lane to clearly define the edge of the bus lane for motorists.

Private Lane (opposite Domain Terrace)

1. Consider a white continuity line on the left edge of the bus lane to clearly define the edge of the bus lane for motorists.
2. Consider options for installing tactile warning pavers.

Sylvan Street

1. Consider a white continuity line on the left edge of the bus lane to clearly define the edge of the bus lane for motorists.

Nairn Street

1. At an intersection with a pedestrian refuge island there should be a second give-way sign located in the island.
2. The keep left sign in the island is damaged and not visible.
3. No KTMs provided on the island nose or inside edge of the islands which reduces visibility of the islands at night.

Figure 14: Nairn Street (keep left sign obscured, no give-way sign in island, no KTMs)

Twigger Street

1. There are not warning TGSI installed in this location.

Figure 15: Twigger Street (no tactile pavers)

Taramea Place

1. Ensure a give-way sign is installed both on the left side and within the central island.
2. Tactile pavers are not shown in this location.
3. No KTMs provided on the island nose or inside edge of the islands which reduces visibility of the islands at night.

Figure 16: Taramea Place (no give-way on left, no KTMs, no TGSI)

Recommendation

It is recommended that a review be carried out of all side roads to identify where minor improvements could be made to achieve improved safety and efficiency along the corridor and that these minor improvements be actioned as part of these works.

Also, the design team should check for consistency of signage at the intersection head (either no right-turn sign or turn-left sign facing approaching vehicles). Both types of sign were observed in use (see Nairn Street and Taramea

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Agreed: Annex Road intersection: Item 1, 2, 3 and 4 Private Lane (opposite Domain Terrace): Item 2 Nairn Street: Item 1, 2 and 3 Twigger Street and Taramea Place as per recommended. Not agreed: Annex Road intersection: Item 5 Domain Terrace: Item 1 Private Lane (opposite Domain Terrace): Item 1 Sylvan Street: Item 1 The bus lane layout is marked in accordance with Figure 20 in TCD Part 4 consultation version. There is no white continuity line on the left edge of the bus lane. The marking of bus lane at side roads will be updated to match the final version of TCD Manual Part 4 if there are any changes.			
Safety Engineer:			
Agree with auditor and designer. Should the final revision of the TCD part 4 manual be amended, or Operations determines a consistent approach to the used of coloured surfacing the plans should also be updated to reflect this.			
Client Decision:			
Agree with Designer and Safety Engineer response. Consistent approach to be agreed during detail design across projects based on standards.			
Action Taken:			

2.10 Wide pedestrian crossing distance at Annex Road – Moderate

The existing pedestrian crossing distance to crossing the northbound Annex Road traffic lane at the Lincoln Road intersection is large. The left-turn kerb radius is also large which likely permits vehicles from Lincoln Road to Annex Road at relatively high speed. This puts pedestrians crossing Annex Road at a higher risk of injury should there be a collision. It also could result in vehicles approaching the new MCR crossing at relatively high speed increasing the risk injury should there be a collision.

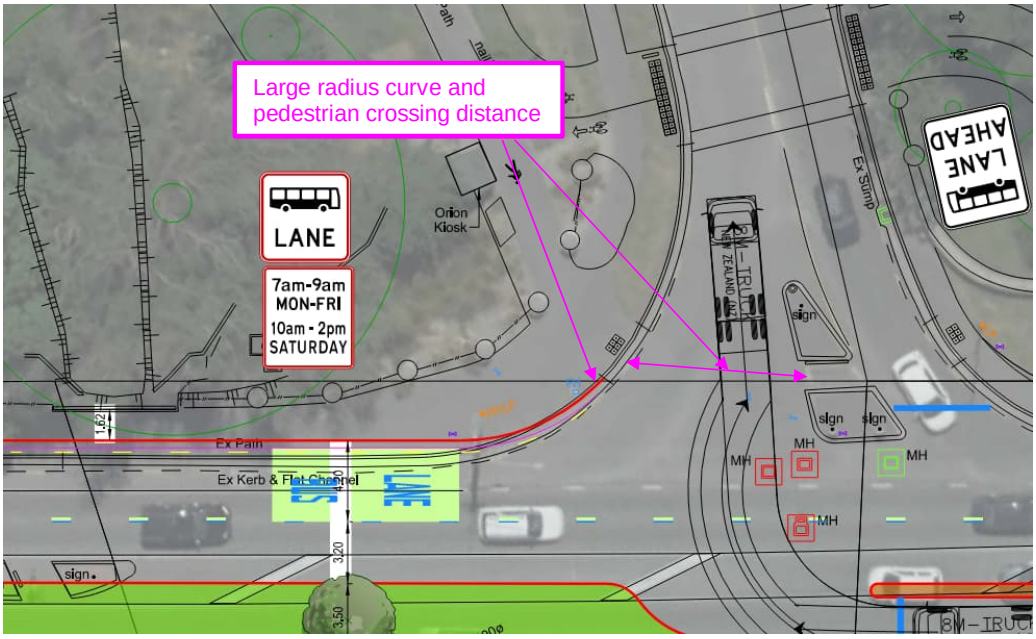


Figure 17: Large crossing distance of northbound Annex Road lane

Recommendation

Assess tracking curves at this location and the feasibility of reducing the kerb radius given this could likely be achieved with a relatively minimal increase in new kerb. This would slow vehicles turning into Annex Road and improve safety at both the pedestrian and cycle crossings. This would also make the pedestrian crossing much more comfortable and achievable for vulnerable pedestrians who can struggle crossing longer distances safely. Extending the kerb works here would also allow the tactile pavers at the cutdown to be renewed and aligned with the pedestrian crossing.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Likely**
Designer Response:			
Agreed. The kerb radius is reduced and updated in the revised scheme design.			
Safety Engineer:			
Agree with auditor and designer that the kerb radius should be reduced.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.11 Give-way sign at MCR crossing of Annex Road – Moderate

The give-way sign on the MCR is missing on the westbound approach to the crossing on Annex Road. It is unlikely to be the contributing factor to a collision however the give-way sign helps to remind MCR users that they must give-way to on-road traffic.

Figure 18: Missing give-way sign at MCR crossing of Annex Road

Recommendation

Reinstall cycle give-way sign.

Frequency Rating:	Infrequent	Severity Rating:	Likely
Designer Response:			
Agreed. Reinstall the cycle give-way sign.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response. Cycle give-way to be re-installed prior to project construction.			
Action Taken:			

2.12 U-Turn Provision - Moderate

There is provision for a U-turn bay between Annex Road and the signalised mid-block crossing. The following risks are identified that could pose a safety risk to motorists or pedestrians.

1. There is a tree located in the median in front of the U-turn bay which could impede visibility between motorists which could lead to a collision.
2. There is a risk that in periods where Lincoln Road traffic is at a standstill a westbound motorist could yield to allow a driver to complete the U-turn. In this scenario a larger vehicle in the inside traffic lane may obscure a bus in the bus lane resulting in a collision.
3. When completing the U-turn large vehicles may swing round over the footpath in conflict with a pedestrian. This may be more likely if vehicles attempt to carry out the U-turn manoeuvre quickly.
4. The pavement markings need to be clear to ensure motorists understand that this bay provides a U-turn function to avoid motorists getting confused and potentially causing an incident.
5. Motorists could try to use the gap in the median to carry out a U-turn when travelling in the opposite direction (westbound) which could lead to a collision.
6. Motorists may use the turning area as a pull over bay. If a motorist is stopped in the turn around area this may create an issue for U-turning motorists.

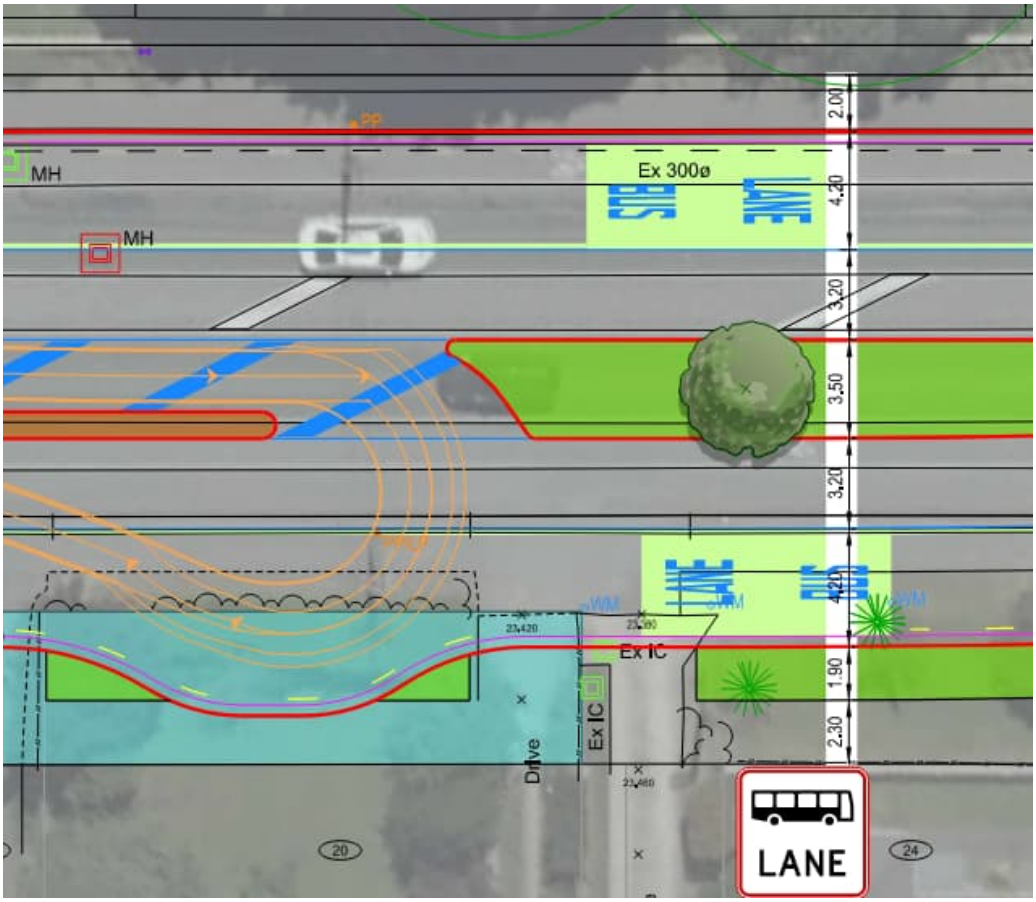


Figure 19: U-turn bay on Lincoln Road

Recommendation

It is recommended that the design team check the following:

1. Intervisibility between U-turning traffic and traffic heading west on Lincoln Road including placement and tree species proposed in median.
2. Assess if there is a risk of traffic coming to a standstill on Lincoln Road resulting in the risk of a large vehicle yielding to a U-turner and obscuring a bus in the bus lane.
3. Tracking curves of the largest vehicles expected to use the U-turn facility and how whether there is a risk of overhang swinging across the footpath.
4. What pavement markings should be provided at the intersection and whether the flush median bars are appropriate.
5. Identify what signage is required to discourage U-turn manoeuvres by traffic travelling in the westbound direction and highlight to motorists that it is not legally permitted.
6. What pavement making is required to deter motorists from stopping / waiting in the turnaround area (in addition to the no-stopping lines). Yellow hatching has been used at similar layouts on Fendalton Road.

Some examples of similar U-turn facilities can be seen on Fendalton Road.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Likely**
Designer Response:			
The U-turn bay is installed to balance the safety, efficiency and access convenience. 1. Agreed to relocate the tree to ensure the inter-visibility 2. This risk is a natural risk for a U-turn bay on a multi-lane road. Although the chances of a large vehicle yielding to an U-turner and having a bus approaching at the same time are small, details will be investigated in the detailed design stage to ensure U-turner to undertake a U-turn at low speed to mitigate the risk. 3. Signs will be installed to mention the U-turn bay is not for large vehicles 4. The flush median bars have been widely used on the U-turn bays locally, for example on Fendalton Road, Blenheim Road etc. 5. RG-15 No U-turn sign will be installed for the westbound traffic 6. No-stopping yellow lines have been installed in the turning area.			
Safety Engineer:			
1. Agree with auditor and designer. 2. Agree with auditor and designer. 3. Agree with auditor and designer. 4. Agree with designer it is consistent over the network. 5. Agree with auditor and designer. 6. Agree with auditor and designer.			
Client Decision:			
Agree with Designer and Safety Engineer response.			
Action Taken:			

2.13 Cycle stop box at midblock crossing – Minor

The cycle stop boxes in front of the signalised mid-bock crossing are marked as a single cycle lane width on the left edge of the bus lane. The SAT note that the position of cyclists in the bus lane is likely to vary based on a number of factors including whether the bus lane is operating or not at the time, whether a bus is stopped within the bus stop and the confidence level of the cyclists. In some cases it will likely be safer for cyclists to position themselves in the centre of the bus lane or more to the right side particularly at intersections.

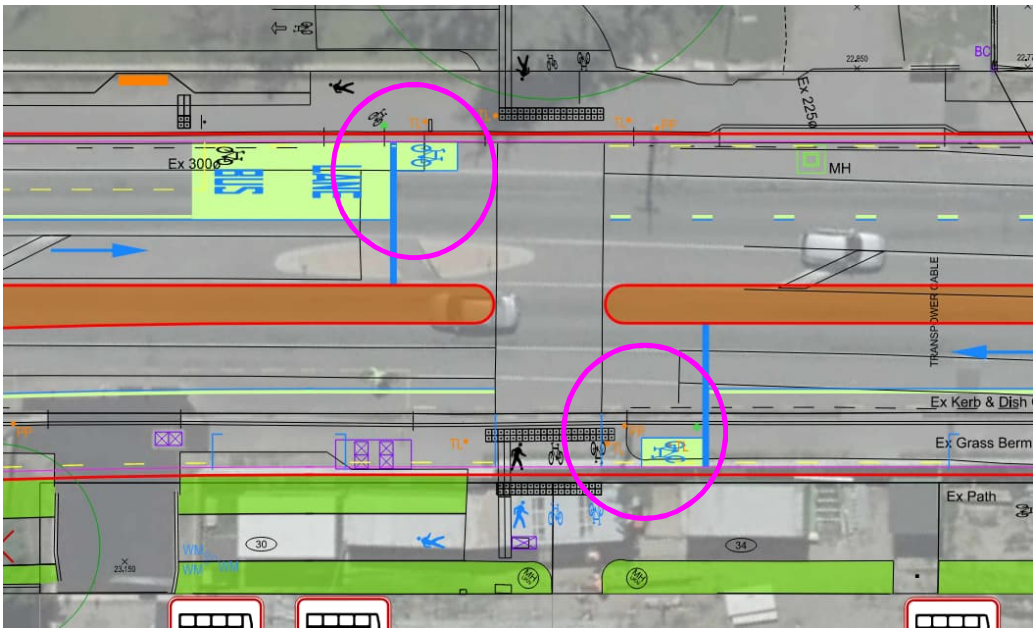


Figure 20: Advanced cycle stop box at mid-block crossing

Recommendation

Widen the cycle stop box to match the width of bus lane to allow cyclists to stop at the mid-block crossing without being made to feel like they need to weave to the left and back to the right if using the cycle stop box. This would be comparable to the bus lane on Papanui Road at the signalised mid-block crossing near St Andrews school.

Figure 21: Advanced stop box on Papanui Road

Frequency Rating:	Infrequent	Severity Rating:	Unlikely
Designer Response:			
Agreed. The cycle stop box to match the width of the bus lane.			
Safety Engineer:			
Agree with auditor and designer.			

Client Decision:
Agree with Designer response.
Action Taken:

2.14 Access from MCR onto Lincoln Road – Minor

A number of cyclists were observed wanting to leave the MCR to access the Lincoln Road cycle lanes. They can carry out this manoeuvre through the crossing however this would be in conflict with any pedestrians or cyclists wanting to cross Lincoln Road which could lead to a collision between path users or a cyclist trying to access Lincoln road at an alternate location such as via the narrow footpath.

Figure 22: Signalised mid-block crossing

Recommendation

Consider options to provide a slip lane from the MCR to allow cyclists to access the Lincoln Road cycle lanes by bypassing the signalised crossing and avoiding conflicts with crossing users if this can be done so safety.

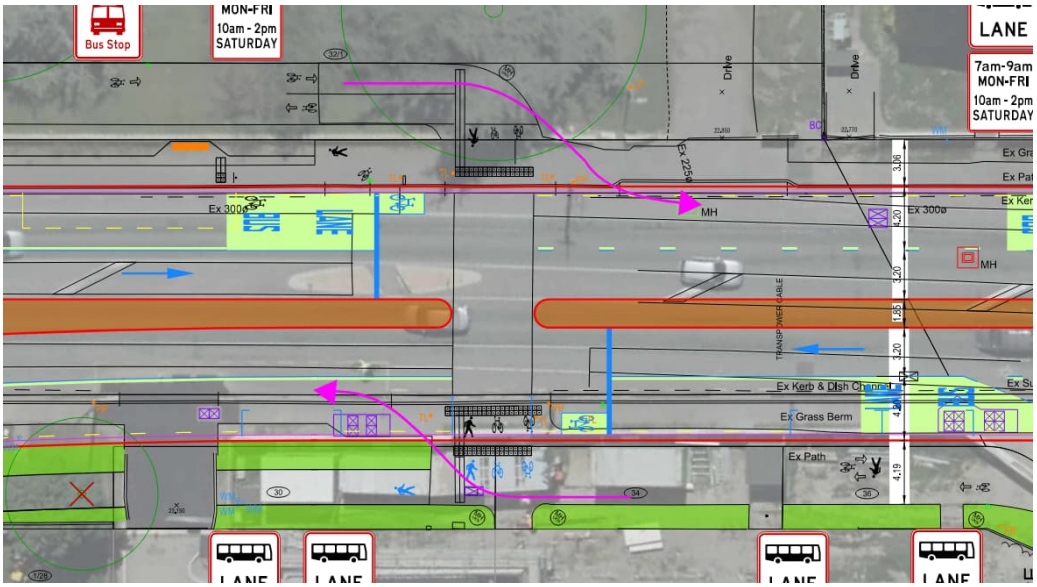


Figure 23: Desire lines for cyclists wanting to access Lincoln Road cycle lanes from the MCR

Frequency Rating:	Infrequent	Severity Rating:	Unlikely
Designer Response:			
Agreed. A bypass will be provided for cyclists to access the Lincoln Road cycle lane. Details will be investigate in the detailed design stage to slow down cyclists around the crossing points and bypasses.			
Safety Engineer:			
Agree with auditor and Designer but with caution. The Health Centre is likely to generate additional trips by more vulnerable users, including the elderly or people walking with assisted devices. The treatment of the shared area should be very well considered through detailed design to ensure the cyclists bypassing the intersection slow down and ride with care through this area.			
Client Decision:			
Agree with Designer response. A slip-lane to be provided with adequate signage and linemarking highlighting cyclist entering a bus lane. Further investigation to be done on treatment in front of Village Health.			
Action Taken:			

2.15 Mid-block crossing phasing – Moderate

As the crossing is being widened, phase times will need to be extended, particularly for vulnerable users who may take a longer time to cross. The SAT note that the mid-block crossing is a separate cycle and pedestrian crossing and there appeared to be varying crossing phase times depending on the type of user completing the crossing. It appears that cameras are being used to extend the crossing time if slower or late arriving people are detected at the crossing. This technology is good for improving the efficiency of the crossing but must have a high performance reliability to avoid creating issues particularly for mobility impaired pedestrians. There is a risk that a pedestrian may attempt to cross after the shorter cycle crossing phase is activated which could lead to them being unable to complete the crossing in the allotted time if the detection hardware does not detect the pedestrian and extend the crossing phase. This could put them at risk of being hit by a motorist.

There should also be a failsafe to ensure the system defaults to the longer crossing time should there be a fault with the cameras.

Recommendation

The following recommendations are made:

1. Increase the crossing phase times to be adequate for the increased crossing width.
2. Ensure that the detection technology at the crossing is working as expected and reliably as this will be more critical as the crossing width is increased.

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Noted. To be further investigate during detailed design stage.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.16 Domain Terrace / Private Lane intersection – Moderate

Whilst this intersection will be much safer given the median will be extended to prevent right-turn and through movements there are still risks to pedestrians given the wide crossing width of both Domain Terrace and private lane. Improvements could be made to these crossings to improve safety and perceived safety for pedestrians particularly those that are vulnerable. The location of the private lane crossing is directly adjacent to the road and there are no tactile warning pavers installed. The plans appear to show parking is permitted directly south of the Domain Terrace pedestrian crossing on the eastern side which could create intervisibility issues or present a hazard for left-turning vehicles.

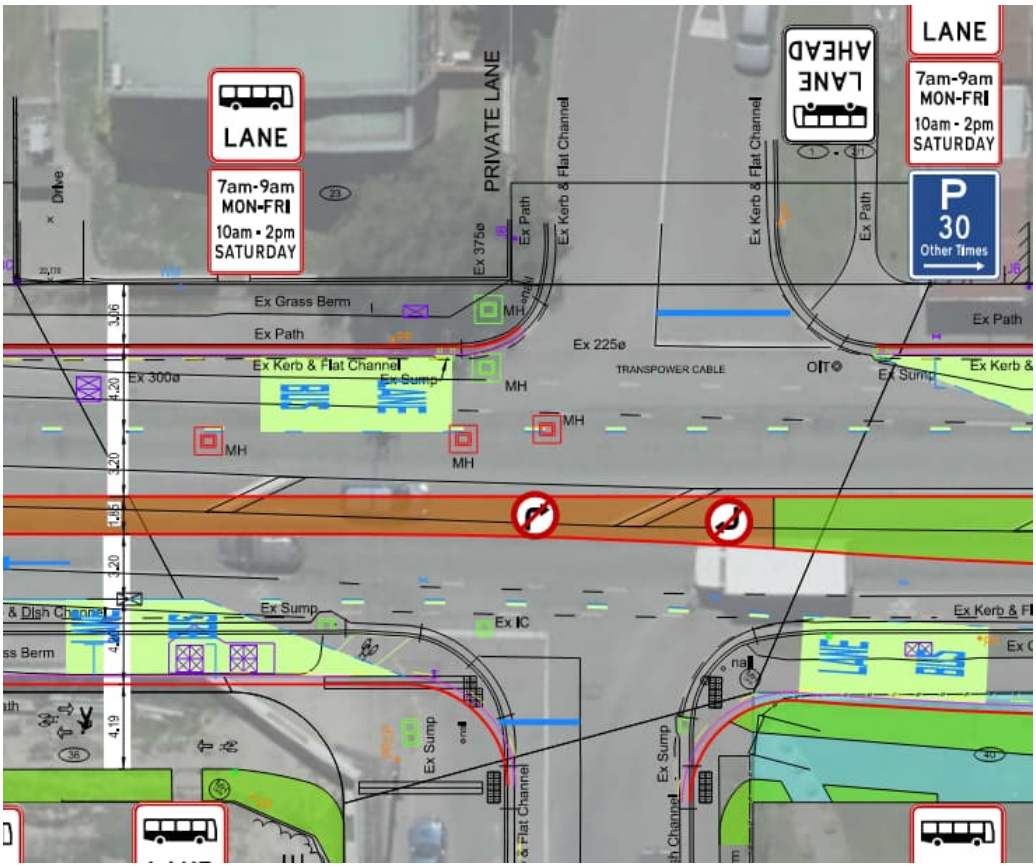


Figure 24: Domain Terrace / Private Lane intersection

Recommendation

The following recommendations are made:

1. Consider installing median islands at the Domain Terrace and private lane intersections is space allows. These would have a number of benefits:
   a. Improved pedestrian safety and comfort as only have to cross one-lane of traffic at a time and crossing width is significantly reduced.
   b. These will assist in reducing traffic speeds on approach to the T intersection or when carrying out turning manoeuvres.
   c. The left-turns could be angled / channelised slightly which will reinforce to motorists that only left-turns are permitted at the head of the T-intersections.
2. Consider if any improvements can be made to the location of the private lane crossing and the provision of tactile warning pavers.
3. Extend no-stopping lines further on the eastern side of Domain Terrace south of the pedestrian crossing.

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Agreed. Updated on the revised scheme design 1. To install median islands at the Domain Terrance and private lane intersections 2. To install tactile pavers at the private lane crossing 3. To extend no-stopping lines on the eastern side of Domain Terrance			

Safety Engineer:
Agree with auditor and designer.
Client Decision:
Agree with Designer response.
Action Taken:

2.17 Pedestrian crossing west of Sylvan Street - Moderate

The pedestrian crossing of Lincoln Road west of Sylvan Street is fairly close to Sylvan Street which could result in conflict between turning motorists and pedestrians. For example, if a pedestrian is crossing from south to north, by the time they have crossed the bus lane and are then crossing the traffic lane a car may have arrived at the head of Sylvan Street and turned right onto Lincoln Road putting the pedestrian in a vulnerable position.

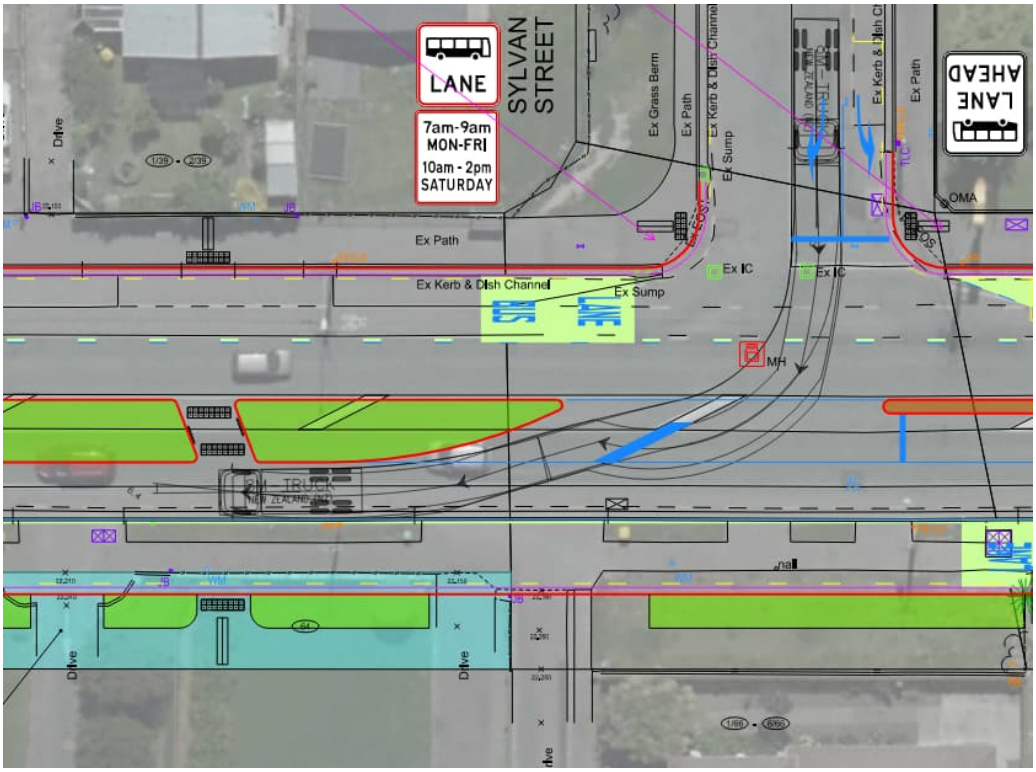


Figure 25: Pedestrian crossing near Sylvan Street

Recommendation

Consider if anything can be done to improve safety for pedestrians crossing at this location. Consideration could be given to moving the crossing further west near the dairy and church however this may conflict with proposed parking, bus stops and driveways. Review if there is likely to high crossing demand at this location based on their being crossings relatively close by to the east and west.

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Disagree. The crossing cannot be further relocated towards the west because there are crossing demands for pedestrians to cross the road around the Sylvan Street intersection. Sufficient Pedestrian Sight Distance is provided for the crossing. Because of the traffic flow on either side of Lincoln Road, right turn vehicles from Sylvan Street can hardly perform the turning manoeuvre without waiting on the painted median. This makes it easier for pedestrians to observe any turning vehicles approaching them. Therefore, the chance of collision between pedestrians and right turn vehicles is low.			
Auditor Response:			
No further comment.			
Safety Engineer:			
Agree with auditor. Whilst sight distance could be achieved, there is a lot of information for pedestrians to consider when crossing at this point because of the turning traffic from Sylvan Street and the potential speed differentials in the vehicle lanes when the bus lanes is in operation. Auditor has made no further comment to the designer's response.			
Client Decision:			
Agree with safety auditor and Safety Engineer. Designer to investigate option to move crossing slightly further west of Sylvan Street.			
Action Taken:			

2.18 Sylvan Street intersection – Moderate

Given the expected traffic volumes and inclusion of bus lanes on Lincoln Road it is expected that the right-turn from Sylvan Street onto Lincoln Road could be a challenging manoeuvre. This requires a motorist to give-way to the eastbound traffic and bus lane plus right-turners into Sylvan Street and general traffic travelling westbound on Lincoln Road. The design includes a longer than typical painted median which creates a space for a single car to wait before pulling into Lincoln Road. Whilst this space does provide an additional factor of safety for the turning manoeuvre it also allows the manoeuvre to be completed at greater speed. It may also be difficult for a driver to effectively observe for westbound traffic on Lincoln Road over their left shoulder. Given the difficulty of completing right-turns at certain times there may be an increased risk of a collision between vehicles.

There is also potential for motorists to want to complete a U-turn at the gap in the median at Sylvan Street. These U-turners would be in conflict with motorists turning into and out of Sylvan Street which could lead to a collision.

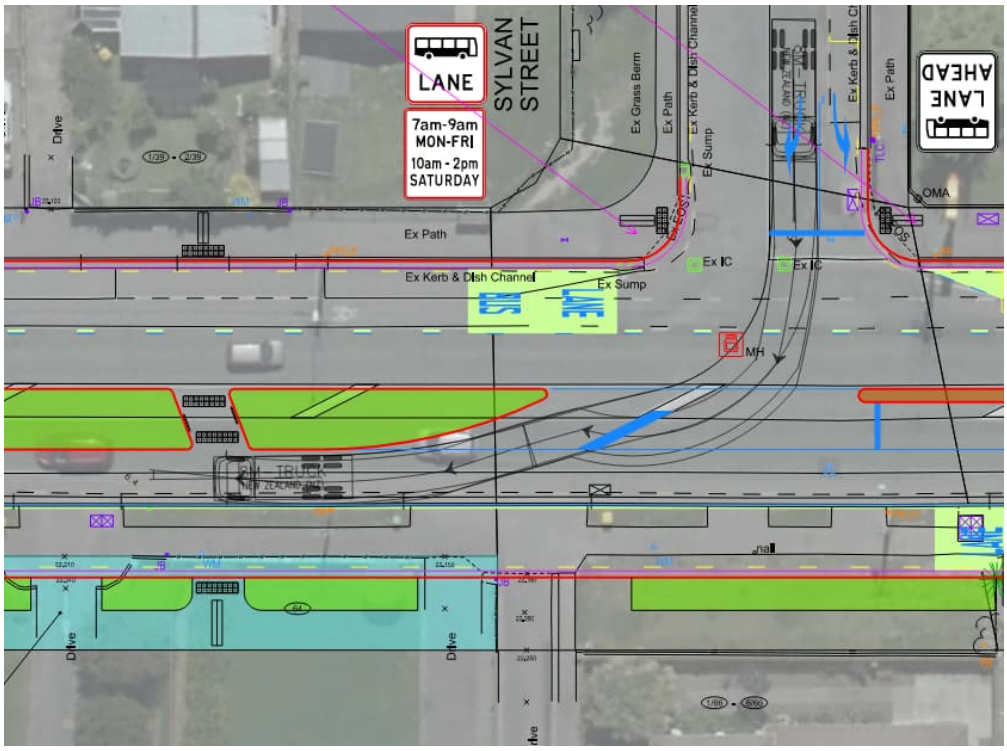


Figure 26: Sylvan Street intersection

Recommendation

Recommendations as follows:

1. Consider if it is appropriate to allow right turns at this location. It may be possible to ban right-turns out of Sylvan Street and encourage motorists wishing to travel westbound to complete a U-turn at the nearby Wrights Road intersection if it is safe to do so and this can be accommodated in the signal phasing.
2. Consider if U-turns should be banned at this location and if so, include appropriate signage.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Likely**
Designer Response:			
1. Noted. Right turns out of Sylvan Street cannot be banned. Emergency services, patients, and hospital workers need to access Hillmorton Hospital via Sylvan Street. Any of them heading to the south direction need to turn right at Sylvan Street. Vehicles from Torrens Road will also use Sylvan Streets to exit towards Halswell. 2. Noted. Signage will be installed to ban the U-turns from the south-west approach. The necessary of banning U-turn from the north-east approach will be further monitored after construction.			
Auditor response:			
No further comment			
Safety Engineer:			
Agree with auditor, and note the designer's response. Any increase in traffic movements as a result of Hospital development should be monitored and assessed for any further changes to the intersection as development progresses for the safety of arterial road traffic and users of the hospital.			

Agree with auditor and designer regarding U-turns.
Client Decision:
Agree with Designer response. Long-term engagement carried out with Hillmorton Hospital and need for access to hospital from Sylvan Street.
Action Taken:

2.19 Pedestrian crossing of Sylvan Street – Significant

The pedestrian crossing of Sylvan Street is currently not ideal as there is no kerb and channel around the intersection curves to define the road. This could put pedestrians in a vulnerable position as they could step out onto the roadway into the path of a vehicle without realising. There is also potential for motorists to cut the corner close to were pedestrians may be waiting to cross. This issue appears to be rectified in the proposed design which includes new kerb and channel however further improvements could be considered such as widening the road and creating a median refuge for pedestrians to cross Sylvan Street in two stages. This would greatly improve safety given pedestrians have to cross a wide area of three traffic lanes. Sylvan Street was observed to have reasonably high traffic volumes making it challenging to cross, particularly for mobility impaired pedestrians.

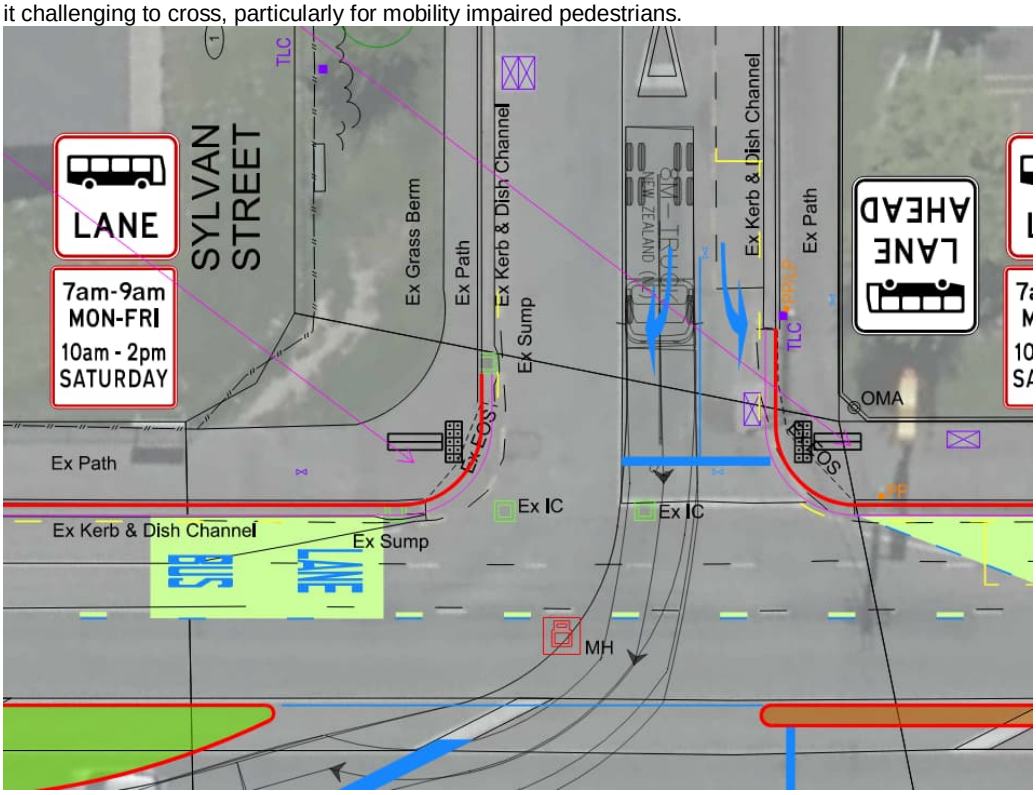


Figure 27: Sylvan Street pedestrian crossing

Recommendation

Consider opportunities to improve the crossing safety and comfort for pedestrians such as a median refuge island. There appears to be space in the western berm to accommodate road widening should it be required to fit a median refuge island however the location of services and management of stormwater would need to be considered.

Frequency Rating:	**Common**	**Severity Rating:**	**Likely**

Designer Response:
Agreed. To install a median island at Sylvan Street. It has been Included in the revised scheme design
Safety Engineer:
Agree with auditor and designer.
Client Decision:
Agree with Designer response.
Action Taken:

2.20 Bus stop east of Sylvan Street – Minor

A new bus shelter is proposed to be installed east of Sylvan Street. This has the potential to reduce the footpath width to below what is acceptable for mobility impaired footpath users. Narrow footpaths can force users of mobility scooters or wheelchairs etc to travel onto the road in conflict with motor vehicles to avoid these constraints. Location of existing or proposed signage and infrastructure also needs to be considered to ensure path users are not having to weave between hazards. There is also a steel rail running parallel to the road in this location which will likely need to be removed to allow safe access to the bus.

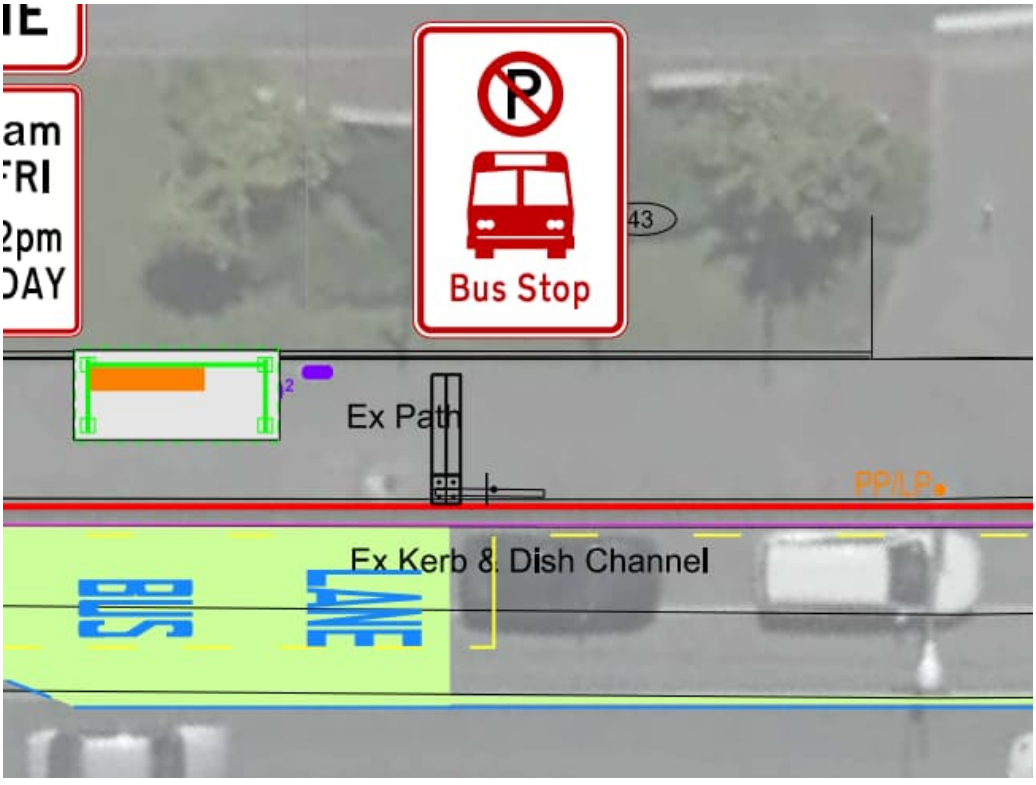


Figure 28: Bus stop east of Sylvan Street

Recommendation

Recommendations as follows:

1. Check the separation width between the kerb and bus shelter is appropriate. NZS 4121:2001 (Design for Access and Mobility – Buildings and associated facilities) specifies a minimum width of 1.2m however this should be used as a last result and 1.5-1.65m is preferable.
2. Consider locating the bus stop within the McDonalds site to maintain a consistent footpath width if agreement can be reached with the site owner.
3. Consider the design and form of bus shelter to maximise available path width.
4. Ensure location of existing or proposed signage and infrastructure does not further restrict access for mobility impaired path users.
5. Confirm what if the steel rail is to be removed.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Unlikely**
Designer Response:			
Agreed To contact McDonalds to see whether the bus shelter can be installed within their land. Otherwise slim shelter to be considered in the detailed design stage to ensure the footpath width. Location of signage and street furniture will be reviewed in the detailed design.			
Safety Engineer:			
Agree with auditor and designer. To be confirmed prior to the detailed design audit.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.21 Pedestrian crossing near Torrens Road – Moderate

This crossing is being widened however it now appears to cross directly into the NPD service station access on the north side. This will create a conflict between vehicles exiting the service station and pedestrians using the crossing.

The is green surfacing and “BUS LANE ENDS” text across the pedestrian crossing. Whilst this has the benefit of alerting pedestrians that they are crossing the bus lane there is a risk that pedestrians could slip on the green surfacing or painted text depending on the treatment used. It is also noted that there are no handrails shown in the median in this location.

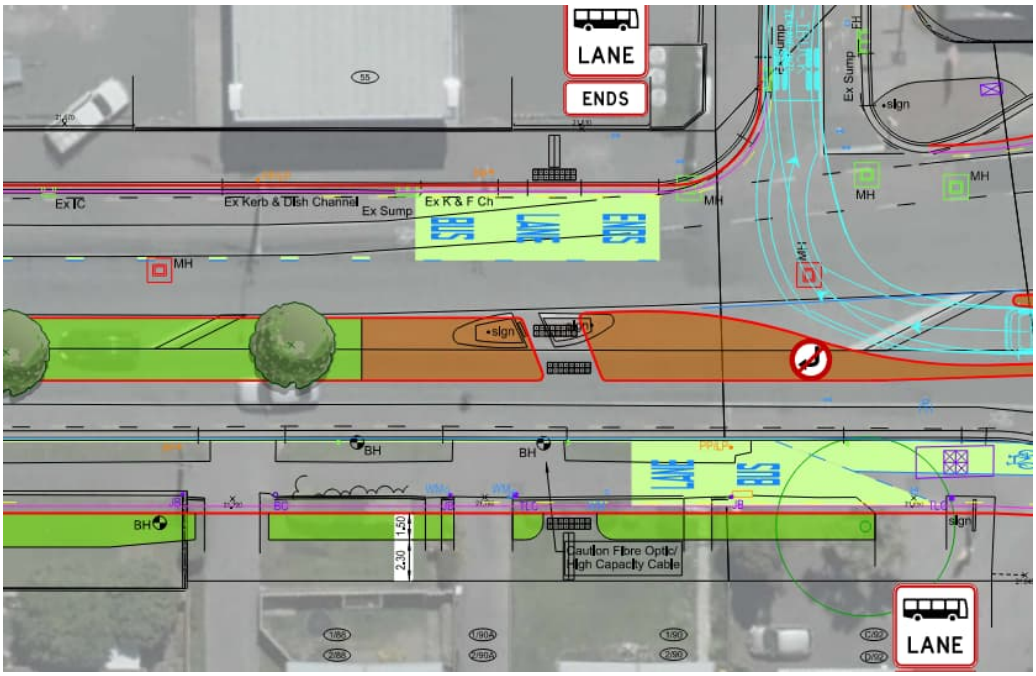


Figure 29: Proposed pedestrian crossing outside NPD

Figure 30: Pedestrian crossing into NPD driveway

Recommendation

Recommendations as follows:

1. Move the crossing further to the west or create a staggered crossing to avoid the NPD service station access.
2. Consider the surface texture when determining what green surfacing product or paint to use.
3. If possible relocate the text outside if the crossing area to avoid a potential slip risk for pedestrians.

4. Install handrails within the median.

Frequency Rating:	Common	Severity Rating:	Unlikely
Designer Response:			
Agreed. The crossing to be moved further to the west. Skip resistance paint to be used for the surfacing and text. Details to be explored in the detailed design stage.			
Safety Engineer:			
Agree with auditor and designer. To be confirmed prior to the detailed design safety audit.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.22 Torrens Street intersection and merge areas – Significant

The SAT consider that there are some risks at this intersection including:

1. There is a lot happening at this location including the turns to and from Torrens Street, the merge of two traffic lanes in the westbound direction and the merge of buses and traffic in the eastbound direction on Lincoln Road. Drivers will need to be cognisant of multiple conflict risks at the same time whilst carrying out these manoeuvres which increases the risk of a collision at this location.
2. There appears to be a pinch point in the traffic lane at the end of the bus lane in the eastbound direction where the traffic lane reduces to approximately 2.8m. The traffic lanes go from a bus lane and one traffic lane into two traffic lanes but there is a 50m length in the middle where the two lanes are not defined. In this location it may be unclear if what is expected of buses and traffic which could lead to a collision as a result of buses attempting to merge or traffic wanting to get into the left lane. It is likely the buses and cars will continue through the intersection as if it is two lanes. This could be confusing for motorists turning right into Torrens if the two lanes of traffic are not defined which could lead to them pulling out to make the turn when they should not. It could also be confusing for motorists turning left out of Torrens Street as it is not clear if they are turning into one lane or two lanes.

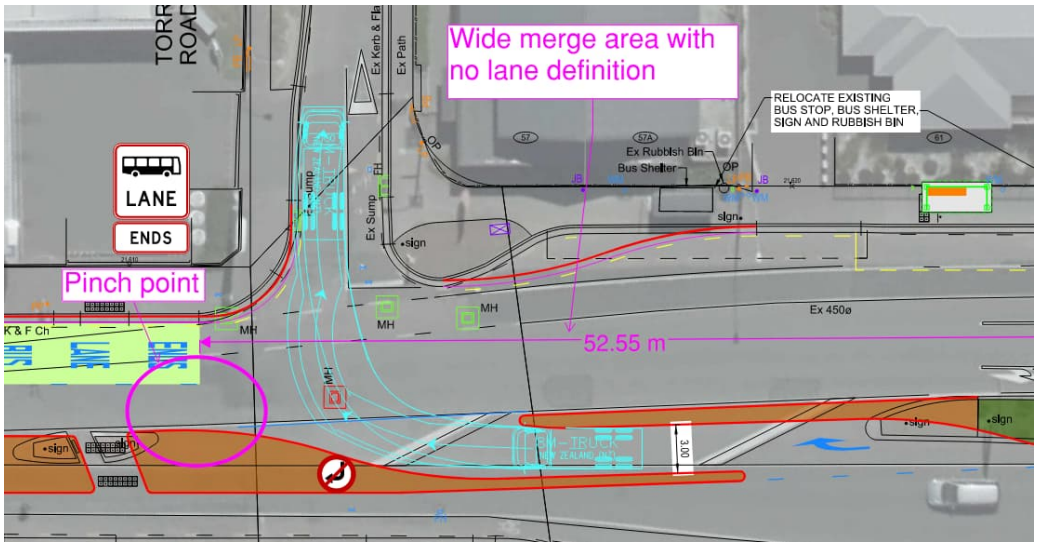


Figure 31: Torrens intersection merge area

3. The layout and alignment of the right-turn lane into Torrens is also such that a car needs to move laterally to the right when entering the right-turn bay but then angle back towards the left prior to making the right-turn due to the alignment of the right-turn bay as shown in the figure below. The length of the island is also quite long. This could increase the likelihood of a vehicle colliding with the median island.

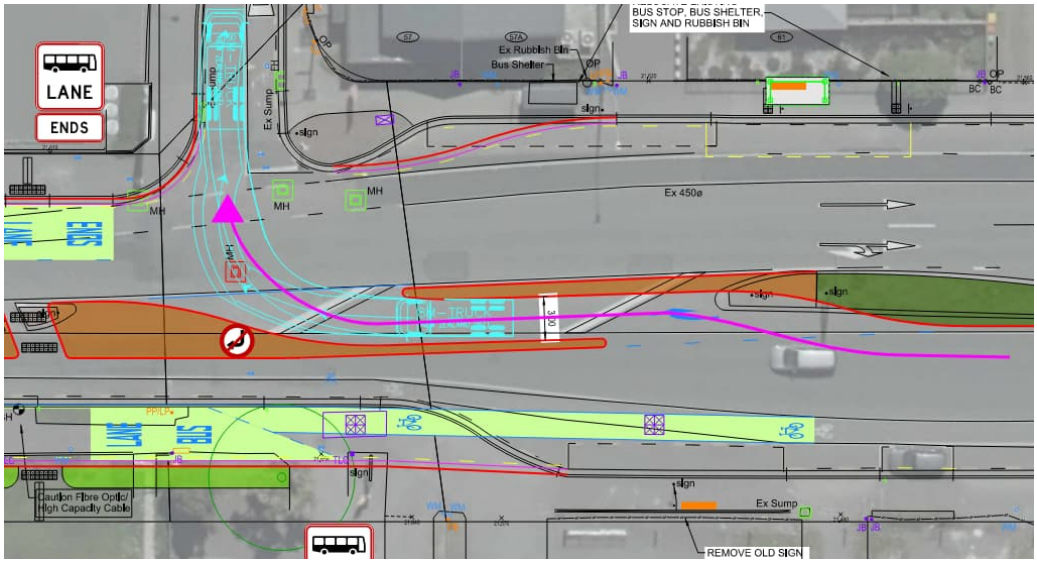


Figure 32: Torrens intersection right turn

4. The traffic merge in the westbound direction, is occurring at the same time as the right-turn develops. The right hand westbound lane leads into the island formed to create the right-turn. There is a risk that a motorist will be concentrating on merging and / or merge to late and collide with the median island.

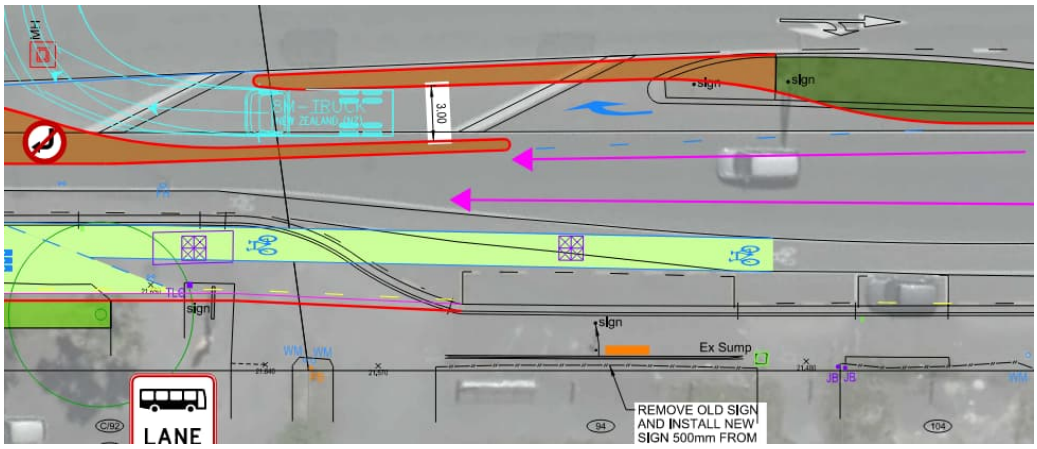


Figure 33: Westbound merge

5. There is a risk that traffic travelling in the eastbound direction may believe they can use the gap in the median to carry out a U-turn which could lead to conflict and / or a collision with traffic using the turn bay in the opposite direction.

Recommendation

Recommendations as follows:

1. Consider extending the eastbound bus lane past the Torrens Street intersection. This would separate the merge from the intersection and make it much clearer to all motorists what is expected at this intersection. Motorists turning into Torrens Street would be able to clearly see that there is two lane of traffic that they must give way to. It would also give buses easier access to the bus stop further to the east so they would not need to attempt to merge with traffic and then access the bus stop. This would simplify the merge for traffic and buses as the expectation would be clearer for motorists that they need to change lane to the left to access the left hand lane or left turn lane rather than merge with buses. This is also more consistent with the other intersections where the onus is on the general traffic to change lanes rather than merge.
2. Ensure that a consistent lane width is used through the intersection in the eastbound direction. A slight lateral shift is required however it appears that there is adequate width to continue the bus lane and traffic lane past the Torrens Street intersection if the layout of the right-turn is adjusted slightly.
3. Adjust the alignment of the right-turn so that is does not require motorists to make a lateral right shift and then angle their car back towards the left prior to turning right.
4. Reduce the length of the median island on the left side of the right turn bay. Whilst this does provide a function in preventing right turns out from Torrens Street the SAT consider that this can be achieved with a much shorter extension of the median and given the difficulty of this manoeuvre this risk will be low. The risk of a vehicle hitting the island is considered greater particularly given the requirement for traffic to merge at this location.
5. Point 4 above may reduce a lot of the risk at the merge however the project team could also consider if there are any alternate options for the westbound merge to move it away from the right turn bay development. This could include either:
    a. Relocating the start of the bus lane further to the east to encourage traffic to merge into a single lane earlier and prior to the right turn lane development.
    b. Relocating the start of the bus lane further to the west to move the merge point past the right turn bay development and/or pedestrian crossing.

6. Consider measures to make it clear to eastbound motorists that the right turn bay is for westbound traffic and cannot be used to make a U-turn when travelling in the eastbound direction. Options for investigate could include:

    a. changing the median island kerb alignment to include a sharper radius rather than a gentle bend similar to the layout at the right-turn into Annex Road.

    b. installing no U-turn signage facing the approaching eastbound traffic

    c. locating a right turn arrow closer to the end of the right-turn bay so it is visible to eastbound traffic.

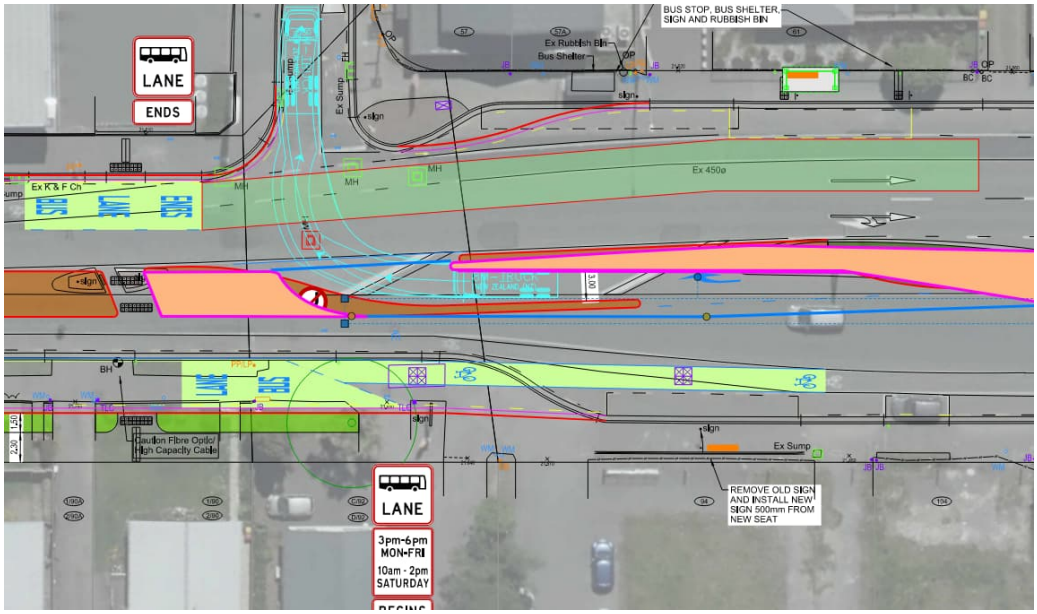


Figure 34: Example concept which could be investigated further

Frequency Rating:	**Common**	**Severity Rating:**	**Likely**
Designer Response:			
Agreed with other recommendations. However, the island cannot be shorten that much as item 4. Torrens Street is almost aligned with the proposed exit of the future supermarket on the south side of the road. If the island is shortened too much, vehicles exiting the supermarket might try to use the gap in the median to carry out a right-turn on Lincoln Road or a straight-through to Torrens Street.			
Auditor Response:			
No further comment based on revised plans submitted. Concern is the alignment of the lanes (in both directions) and the lateral shift required which if a motorist isn't paying attention could lead to collisions with the island noses. The risk is probably greater in the westbound direction where cars are required to merge at the point where right turn bay begins. It would be better if the merge was completed before the right-turn bay or the two lanes extended past the right turn bay but I appreciate there is not much room due to the intersection and pedestrian crossing. I think the right turn movement could also potentially be a bit awkward as the vehicles have to move right then angle back toward the left before turning right due to the alignment of the carriageway in this location. I would recommend that the designers have a look at this area once they've modelled in 3d just to get a gauge for how it feels from the drivers perspective. Then possibly they could consider some minor tweaks such as: 1. In the eastbound direction angling the median prior to the right turn bay gap as much as possible to guide motorists through the alignment change (might be limited space to achieve this) and reducing the length of the gap by not having radius between the right turn bay kerb and median kerb. 2. In the westbound direction minimising the length of the island as much as possible to ensure the prohibited movements from Torrens street are prevented but also minimise the chance of it being hit due to errors/inattention when merging. 3. Ensuring line marking is really clear and appropriate to direct motorists through the alignment change. This could include a white edgeline running alongside the inside of the median on the approaches.			

4. Maybe some diagonal bars in the right turn bay would also help to encourage earlier merging. Somewhat unconventional but would be similar to the U-turn bays or the Fitzgerald / Kilmore intersection or the Fendalton / Waiwetu St intersection (snapshots below) and may help to reduce the risk.	
Safety Engineer:	
Agree with auditor and designer. Note auditor's acceptance of designers comment.	
Client Decision:	
Agree with Designer and Safety Engineer response. Further investigation to be carried out based on Safety Auditor recommendation.	
Action Taken:	

2.23 Bus stop outside 61 Lincoln Road – Minor

A new bus shelter is proposed to be installed outside 61 Lincoln Road. This has the potential to reduce the footpath width to below what is acceptable for mobility impaired footpath users. Narrow footpaths can force users of mobility scooters or wheelchairs etc to travel onto the road in conflict with motor vehicles to avoid these constraints. Location of existing or proposed signage and infrastructure also needs to be considered to ensure path users are not having to weave between hazards.

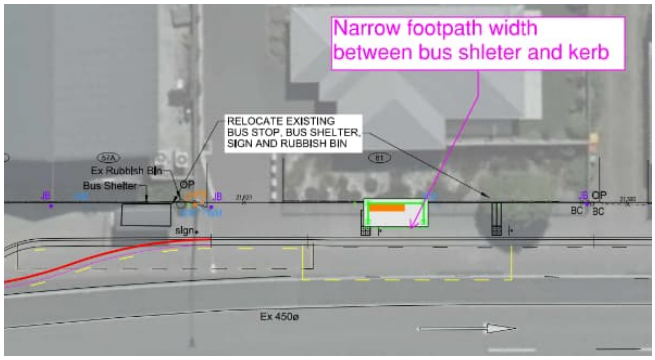


Figure 35: Proposed bus shelter at 61 Lincoln Road

Recommendation

Recommendations as follows:

1. Check the separation width between the kerb and bus shelter is appropriate. NZS 4121:2001 (Design for Access and Mobility – Buildings and associated facilities) specifies a minimum width of 1.2m however this should be used as a last result and 1.5-1.65m is preferable.
2. Consider the design and form of bus shelter to maximise available path width.
3. Check that TGSI locations do not clash with the bus shelter location.
4. Ensure location of existing or proposed signage and infrastructure does not further restrict access for mobility impaired path users.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Unlikely**
Designer Response:			
Agreed. Slim bus shelter and other details to be explored in the detailed design stage.			
Safety Auditor Response:			

Agree with auditor and designer. Plans to be amended prior to the detailed design safety audit.
Client Decision:
Agree with Designer response.
Action Taken:

2.24 Wayfinding sign height at Signalised Crossing – Minor

There is a wayfinding sign at the signalised crossing which is mounted low. This is at risk of being hit by a path user, particularly a cyclist.

Recommendation

Increase the mounting height of the wayfinding sign.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Unlikely**
Designer Response:			
Agreed. The mounting height to be adjusted during construction.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response. Mounting height to be adjusted prior to project construction.			
Action Taken:			

2.25 Visibility to signal aspects at mid-block crossing – Significant

There is an existing risk at the signalised mid-block crossing adjacent to the SH76 overbridge whereby the overbridge deck and pillars could obscure visibility to the signal aspects. Particularly the signal aspects on the left-side and the mastarm aspects on the westbound approach. In situations where there is a vehicle in the right lane the central signal aspects could also be obscured from view of vehicles in the left lane on approach to the crossing. If a vehicle fails to stop at a red light at this location the is a significant risk of a fatal or serious injury collision with a pedestrian or cyclists.

Recommendation

It is noted that this risk is pre-existing and the proposed design is not expected to increase the risk however the project team should assess the extent of this risk and whether improvements can be made to improve visibility to the signals or mitigate the risk of a vehicle failing to stop at a red light in this location.

Frequency Rating:	Occasional	Severity Rating:	Very Likely
Designer Response:			
Agreed it may be a safety risk. There are no crashes shown in CAS at this signalised crossing for the last five years. It will be discussed and reviewed with the Traffic Operation Team in the detailed design stage to see whether there are any operation issues.			
Auditor Response:			
No further comment			
Safety Engineer:			
Agree with auditor in level of risk. The CAS system does not provide a comprehensive understanding of the situation as it does not report near misses. From a safe system perspective if there are any primary or secondary treatments that could reduce the severity of an injury should a crash occur from a driver failing to stop these could be considered for implementation.			
Client Decision:			
Agree with Designer response. Risk to be reviewed with Traffic Operation Team.			
Action Taken:			

2.26 Pedestrian crossings near Lindores Street – Moderate

There is green surfacing and “BUS LANE” text across the pedestrian crossing on the north side of Lincoln Road. Whilst this has the benefit of alerting pedestrians that they are crossing the bus lane there is a risk that pedestrians could slip on the green surfacing or painted text depending on the treatment used.

On the south side there are no “BUS LANE” markings for approximately 50m to the east. It may not be clear to pedestrians that this is a bus lane which could result in pedestrians walking out into the road to wait to cross the traffic lane.

The crossing width in this location is wide (two lanes + cycle lane + shoulder). There appears to be no parking in the should hence pedestrians are likely to step out and wait in the shoulder.

The are no tactile pavers shown at these locations.

Recommendation

Recommendations as follows:

1. If possible relocate the green surfacing and text outside if the crossing area to avoid a potential slip risk for pedestrians.
2. Consider additional “BUS LANE” marking immediately to the east of the crossing on the south side to make it clear to pedestrians that this is a bus lane.
3. Consider building out the kerb over the length of road past the two crossing points to slightly reduce the crossing distance for pedestrians.
4. Install tactile pavers for Lincoln Road crossings.

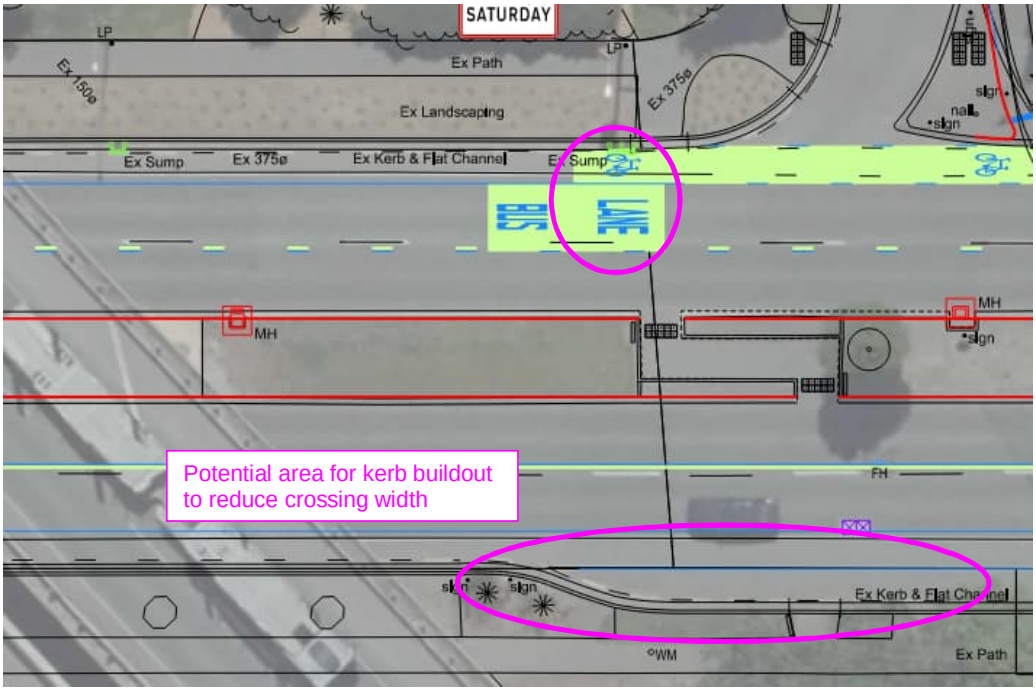


Figure 36: Green surfacing and painted text across pedestrian crossing

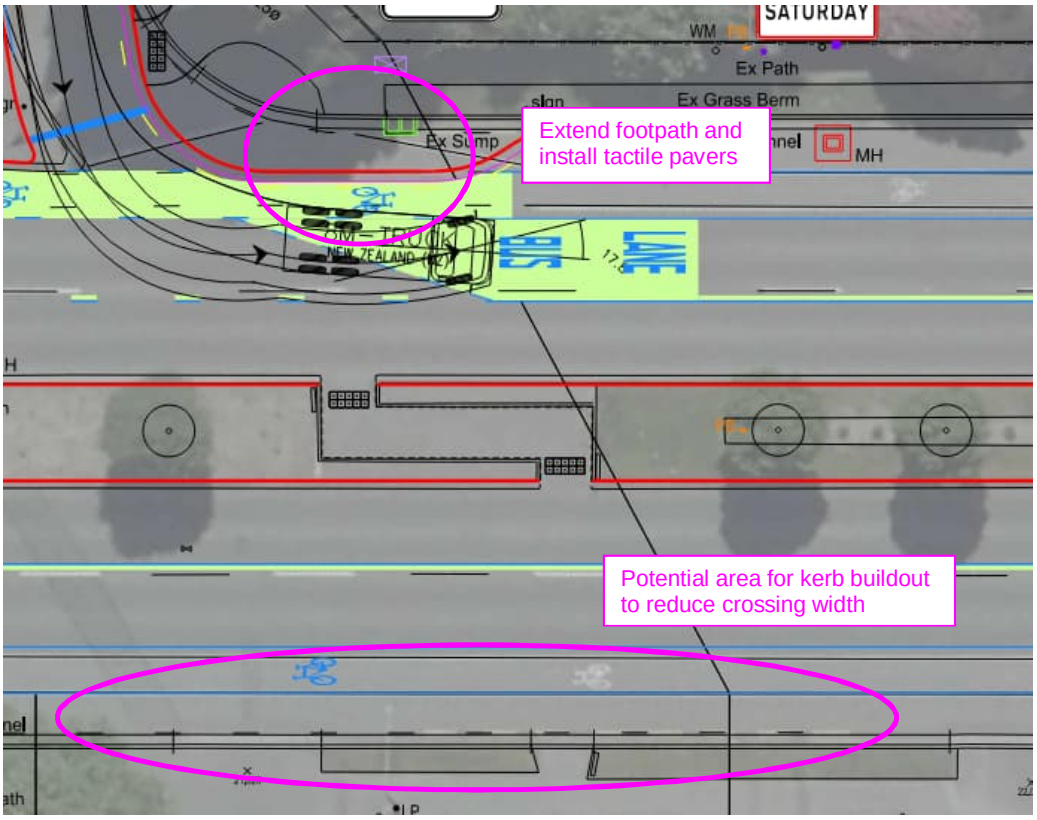


Figure 37: Pedestrian crossings near Lindores Street

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Agreed with the recommendations.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.27 Parade Court intersection – Moderate

The Bus Lane in the eastbound direction on Lincoln Road terminates just prior to Parade Court. Traffic on Lincoln Road will be making the decision at this point to move from the right lane to the left lane on the approach to the intersection. This could create situations where Lincoln Road traffic will be indicating left and changing lanes at the head of the intersection. Motorists exiting Parade court may misinterpret the indication of the Lincoln Road traffic to mean they are turning left onto Parade court when they are travelling straight which could lead to a collision.

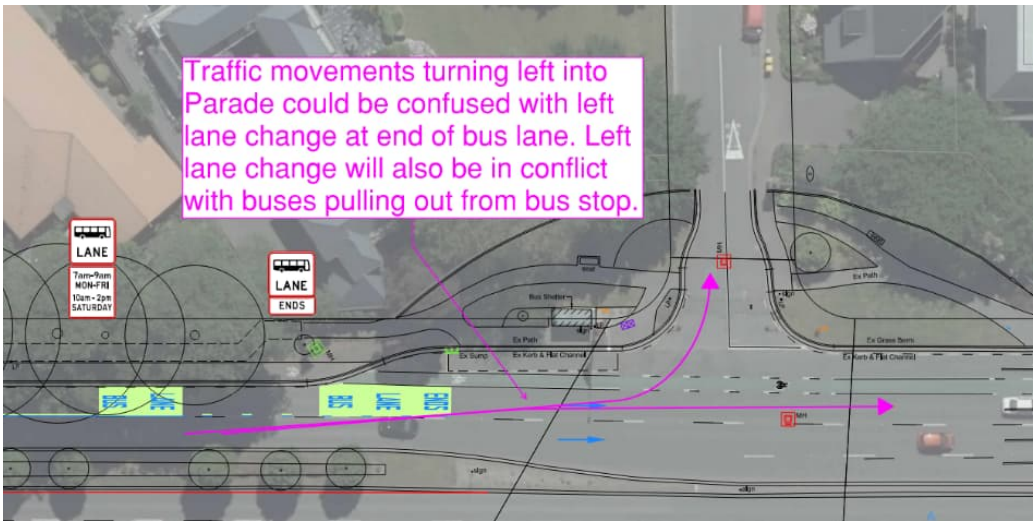


Figure 38: Movements at termination of bus lane

Recommendation

Consider extending the bus lane past the Parade Court intersection to separate the left lane change movement from the left turn into Parade court movement to avoid confusion around the intentions of motorists on Lincoln Road. The proximity of the bus lane termination to the Whiteleigh Avenue intersection will also need to be considered.

This may also have the advantage of allowing buses to exit the bus stop easier without having to give-way to traffic moving into the left lane adjacent to the bus stop on approach to the Whiteleigh Avenue intersection.

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Agreed. The bus lane to end east of Parade Court intersection.			
Safety Engineer:			
Agree with auditor and designer.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.28 Bus lane to traffic lane off-peak – Moderate

It is proposed that the bus lane between the Barrington Street / Whiteleigh Avenue intersection and the Wrights Road / Lyttelton Street intersection will become a second general traffic lane during the off-peak period. The SAT consider that there are some risks around this in regard to how this is communicated and made intuitive to other road users.

1. Traffic entering onto Lincoln Road via side roads will not know when the bus lane is operation hence will likely assume it is a permanent bus lane. Motorist may be looking for buses without realising general traffic could also be in the left most lane or assume vehicles in the bus lane

must be turning left. Poor attentiveness or misunderstanding could result in a motorist pulling out in front of a car in the left lane.

2. It may be confusing for pedestrians and cyclists crossing Lincoln Road who may assume the bus lane is permanent and cross to the edge of the bus lane when they can see no buses are coming for a long distance. At any time, a motorist could switch into the left lane or turn into the left lane from a side road which could put the pedestrian or cyclists in a vulnerable position in the middle of two general traffic lanes.
3. It may not be clear to general traffic that the bus lane is only in operation during peak times. This could lead to late decision making or confusion by motorists. For example, a traffic turning left into a side road may wait and carry out this manoeuvre late from the right lane not realising that there could also be general traffic in the left lane.
4. The bus lanes along Lincoln Road / Halswell road need to be assessed for consistency along the entire route. There is potential for confusion for all users including motorists/cyclists on Lincoln Road and Halswall Road, motorists accessing Lincoln Road from side roads and bus drivers unfamiliar with the area. Whilst the bus lane times are on display on the signs these signs are often hard to read when driving.

Recommendation

1. Consideration should be given to making the left lane a permanent bus lane as this would be more intuitive for all users.
2. If the above is not feasible then consider any additional measures that could help to ensure all users are aware of the operating times of the bus lane and mitigate the risks outlined above. Consideration could be given to appropriate placement of the bus lane signs, VMS signs at key locations along the route or attached to the motorway overbridge. It might be worth investigating if similar road configurations have been used in Auckland or other locations to determine any potential issues with this arrangement or measures which can be implemented to reduce the risks raised.
3. Check consistency between bus lane treatments and operation times with other projects along the whole Lincoln Road / Halsall Road corridor.

Frequency Rating:	**Occasional**	**Severity Rating:**	**Likely**
Designer Response:			
Noted. Part time bus lane and the operation hours are the consistent treatments throughout the entire corridor. It will be monitored and investigate in the future whether it is necessary to turn them into full time bus lanes. Options to be explored during detail design stage for VMS and enforcement methods for the part time bus lanes.			
Safety Engineer:			
Agree with auditor and designer. A clear package of works will need to be determined for the safe operation of the part-time bus lane that operate within a general traffic lane. Kerbside bus lanes (both full and pert-time) are now more familiar to drivers, however the use of a traffic lane as a part-time bus lane is new to the network and will require communication, education and enforcement. If the single lane operates satisfactorily through the peak times, it does raise the question as to whether it is required outside of peak times for capacity reasons. The dashed green markings along the centreline appear to be confusing.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.29 Green surfacing - Moderate

There are multiple areas of potential intermodal conflict along the corridor. These areas are likely to be 'hot spots' of conflicting movements and intermodal user groups and therefore requires users, most especially motorists, to have greater care when operating in vicinity of these locations to avoid collisions.

Figure 39: Lack of green surfacing in cycle lanes at major intersections

Recommendation

Coloured surfacing within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. Consideration should be given to the consistent installation of green surfacing including area's such as:

1. On approaches and departures from intersections. There is currently no green surfacing at the Curletts Road / Halswall Road / Hoon Hay Road intersection or the Lincoln Road / Lyttelton Street / Wrights Road intersection.

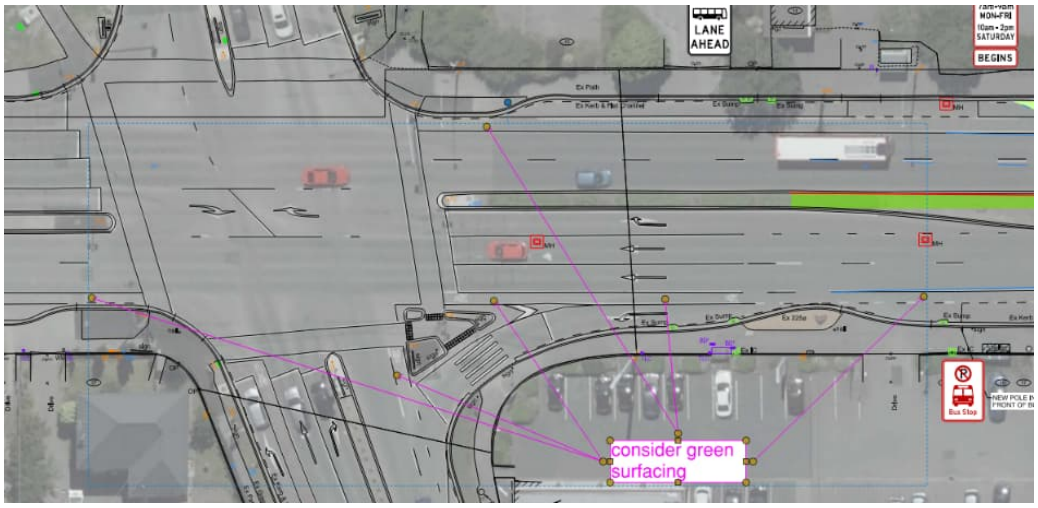


Figure 40: Locations that would benefit from green surfacing at the Hoon Hay Road / Curletts Road intersection as an example

2. Across left-turns on approach to intersections including the left-turn from Halswall Road to Hoon Hay Road.

3. It is noted that on other areas in Christchurch such as Riccarton Road and Cranford Street, green surfacing has been extended in a cycle lane across the intersections with side roads (on the left side of the bus lane). Whilst this marking is well placed for when the bus lane is in operational it will not be so well placed outside of peak times when vehicles may be parked in the bus lane. In this case cyclists will likely be travelling closer to the vehicle lane rather than the left side of the bus lane. However, it is expected that the green surfacing across intersections does provide increased awareness of cyclists and for consistency with other Christchurch locations it should be considered across side roads along Lincoln Road. It has been shown on the plan at some side roads but not all.

   The plans for Section 1 of the corridor show green surfacing across the full width of the bus lane through the intersection. It is noted that these are scheme plans and may not be reflective of the final design however the design of this section should be reviewed against sections 1 and 3 to ensure consistent application of green surfacing and pavement markings.

Figure 41: Side road intersection with cycle lane marking on Lincoln Road

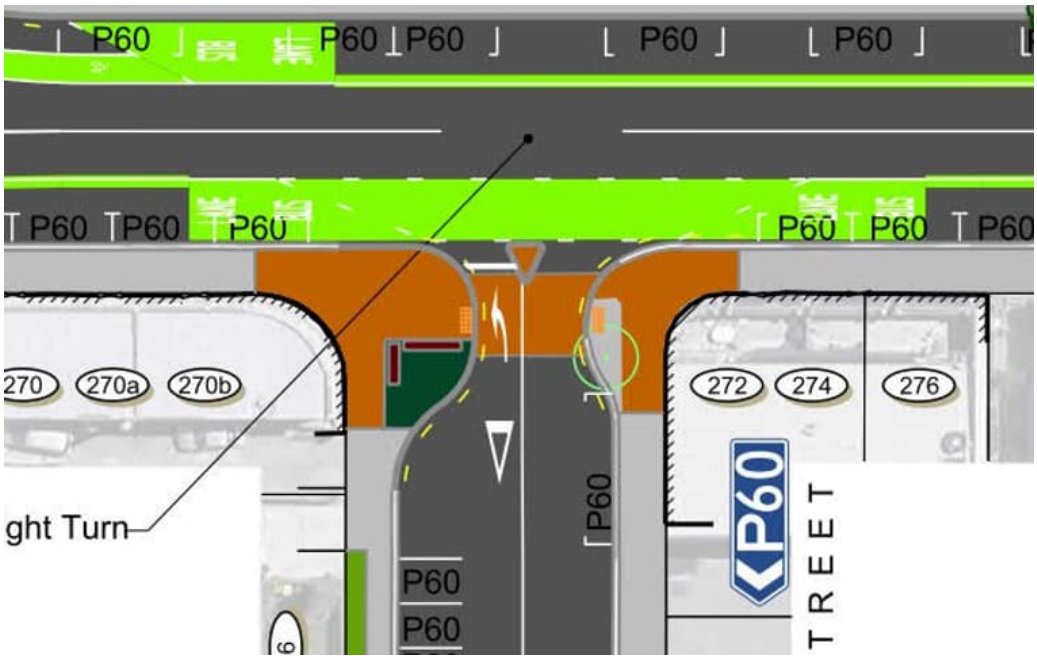


Figure 42: Example green surfacing layout at intersection from Section 1 plans

Frequency Rating:	Occasional	Severity Rating:	Likely
Designer Response:			
Agreed to mark green surfacing in accordance with recommendations 1 and 2. The marking of bus lane through intersections will be discussed with CCC Traffic Operation Team for alignment and consistency between projects based on standards.			
Safety Engineer:			
Agree with auditor and designer on points 1 and 2.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

2.30 Lighting – Moderate

The scheme plans do not include lighting and the SAT understand that no lighting assessment has been undertaken. A night-time audit was not undertaken to assess existing street lighting. Poor lighting may increase the risk of an incident particularly at key conflict locations such as the bus stops, pedestrian crossing points, and at intersections with priority changes.

Recommendation:

It is recommended that a lighting assessment be undertaken to review lux levels with particular focus given to the conflict points mentioned above especially pedestrian crossing points. If lighting is determined to be inadequate at these locations localised upgrades should be considered. Lighting assessments should consider the effect of shadows from landscaping or structures around key locations such as noted above.

Frequency Rating:	Occasional	Severity Rating:	Likely

Designer Response:
Agreed. Light assessment requested but not received. This will be assessed and included during detail design stage.
Safety Engineer:
Agree with auditor and designer.
Client Decision:
Agree with Designer response.
Action Taken:

2.31 Modified Pavement Markings - Moderate

The proposed works require the installation of new pavement markings to accommodate the road layout changes. If the existing white road markings are not adequately removed to facilitate this, the original line-markings may still be seen by drivers as faint or 'ghost' markings. This is exacerbated in bright sunlight or wet conditions.

The presence of duplicate or conflicting pavement markings can create driver confusion and lead to unsafe vehicle movements along the roadway.

Recommendation:

Consider options to effectively remove existing pavement markings to avoid the creation of 'ghost markings' as follows:

1. The method of removal of existing markings (e.g. high-pressure water retexturing, grinding or strip sealing amongst others) should be carefully planned and implemented as part of the proposed works.
2. Where possible consideration could be given to resurfacing of the carriageway to provide clear and unambiguous delineation.
3. Monitoring could be undertaken to ensure the continuity and consistency of proposed pavement markings, from the road users' perspective, by assessing the new markings in both directions following the completion of construction.

Frequency Rating:	Common	Severity Rating:	Unlikely
Designer Response:			
Agreed. Options to be explored during detailed design stage to ensure there is no ghost effect from the old road markings.			
Safety Engineer:			
Agree with auditor and designer. Methodology to be set prior to detailed design safety audit.			
Client Decision:			
Agree with Designer response.			
Action Taken:			

3 General comments

The following items have not been assessed but will require further consideration during detailed design:

1. There are “Bus Lane Ahead” signs located on Curletts Road on the approach to Halswall Road, Wrights Road on the approach to Lincoln Road and Barrington Street on approach to Lincoln Road. If the bus lanes are not being continued through the intersection then these signs are unlikely to be required. There are “Bus Lane Ahead” signs on Halswall Road and Lincoln Road prior to the bus lane commencing in the eastbound direction. For consistency signage should also be added prior to the bus lane commencing in the westbound direction. A “Bus Lane Ahead” sign may also be required on Coppell Place.

   Designer Response: Agreed. Signage to be reviewed during detailed design stage.

2. It is noted that not all signage is shown on the plans at this scheme stage level. Signage should be reviewed for completeness following detailed design. This should include consideration of:

   a. Merge signage where two traffic lanes merge into one including east of the Curletts Road intersection.

   b. Signage at side-roads including give-way signage and no right-turn signage and consistent application of this.

   c. Placement of bus lane signage around the motorway overbridge pillars. Careful consideration will be required to ensure signage is visible.

   Designer Response: Agreed. Signage to be reviewed during detailed design stage.

3. Coloured pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas. Consideration should be given to the consistent installation of green pavement markings in the area under consideration.

   Designer Response: Agreed. Road marking details to be reviewed during detailed design stage.

4. The location of existing underground services and associated cabinets, chambers, lids etc will need to be assessed. Where possible chamber lids and sumps should be located out of cycle lanes. If this cannot be achieved any sumps within the cycle lane or any space a cyclist could be expected to ride must have cyclesafe grates.

   Designer Response: Agreed. Details to be investigated during detailed design stage.

5. It is noted that not all signage, RRPMs, signal infrastructure etc. is shown on the plans at this scheme stage level. Signage should be reviewed for completeness following detailed design. Some existing signage was also noted to be in poor condition hence may need to be replaced.

   Designer Response: Agreed. Signage and road marking details to be reviewed during detailed design stage.

6. There is an existing bus stop at 29 Lincoln Road (outside the bottle store). Is this this bus stop to be removed or remain? If it is to be removed has the patronage of this bus stop been checked and where is the next closest bus stop for these users? Does this present safety or accessibility issues for vulnerable users?

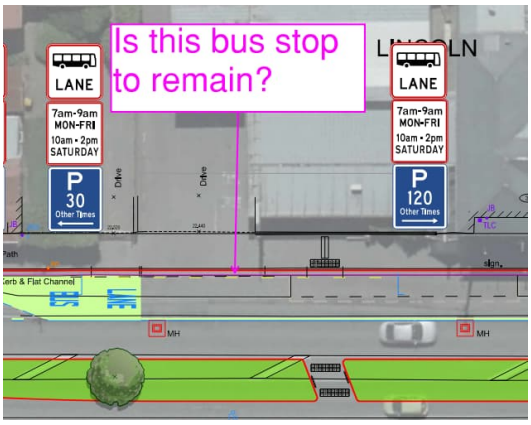


Figure 43: Bus stop at 29 Lincoln Road

Designer Response: This bus stop is going to be relocated to the opposite side of No.28 Lincoln Road to pair with the outbound bus stop. A pair of new bus stops are going to be installed on either side of the road near Sylvan Street intersections.

7. There is a taxi waiting area on Sylvan Street outside McDonalds but it is not clear as to what the purpose of this is. Although considered to have negligible impact on safety removal of this Taxi waiting area may ease movements of traffic diverging into the left and right turn lanes and reduce the risk of minor scrapes at the head of the Sylvan Street T.

   Designer Response: Agreed. Taxi Association has been contacted for the removal of the taxi stands but no replies have been received. The taxi stands will be removed.

8. A number of areas were observed to have pavement damage both in the carriageway and the footpaths. Where possible, repairs of this damage should be considered in conjunction with any upgrades.

   Designer Response: Agreed. Details to be investigated during detailed design stage.

9. Dimensions of parking spaces, carpark aisles, loading areas, bus stops etc have not been checked. These should be compliant with the relevant standard and checked once detailed design has been completed.

   Designer Response: Agreed.

10. Crash history has not been reviewed by the SAT. It Is recommended that the design team consider the crash history and identify any potential issues or crash trends to determine if the proposed design alleviates these risks or if additional actions can be taken to further improve safety. Particular consideration should be given to any pedestrian or cycle crashes along the corridor. A safe system assessment has also not been undertaken but may be beneficial to the project team to determine if the overall risk profile of the study area has improved with the proposed design changes and/or identify further improvements that could be considered.

    Designer Response: Agreed. Crash history in the last five years has been reviewed. Safety measurements have been taken into account in the design as much as possible to mitigate any potential safety issues.

4 Audit statement

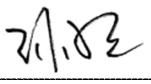
We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety. The problems identified have been noted in this report.

Signed:  Dated: 30 November 2021

Mitchell Cocking, BE Hons (Civil), CPEng
Lead Engineer, Aurecon

Signed:  Dated: 30 November 2021

Shania Rajanayagam, BE Hons (Civil)
Civil Engineer, Aurecon

Designer	Name	David Sun	Position	Senior Traffic Engineer, CCC
	Signature		Date	14/02/2022
Safety Engineer	Name	Gemma Dioni	Position	Senior Transportation Engineer, Operations, CCC
	Signature		Date	15 February 2022
Project Manager	Name	Jannie Greeff	Position	Project Manager
	Signature		Date	15 February 2022
Action completed	Name		Position	
	Signature		Date	

Project Manager to distribute audit report incorporating decision to designer, Safety Audit Team Leader, Safety Engineer and project file.

Date: ……..

Appendix A
Audit drawings

Document prepared by

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Bringing ideas to life

Lincoln Road Bus Priority Stage 2 New World Development Safety Review

Prepared for Christchurch City Council
Prepared by Beca Limited

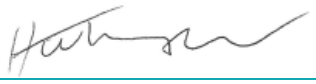
4 February 2022

Creative people together transforming our world

Revision History

Revision Nº	Prepared By	Description	Date
1.0	Hayden Trumper	Draft for client review	29/10/2021
2.0	Hayden Trumper	Final Report	11/11/2021
3.0	Hayden Trumper	Updated Property Numbers	4/02/2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Hayden Trumper		4/02/2022
Reviewed by	Marcus Brown / David Aldridge		4/02/2022
Approved by	Bryce Carter		4/02/2022
on behalf of	Beca Limited		

Contents

Appendices

Executive Summary

Beca Limited (Beca) has been requested by Christchurch City Council (CCC) to undertake a safety review of a proposed New World development that is to be constructed at 92, 94, 100 and 108 Lincoln Road and the interaction between this and the proposed Lincoln Road Bus Priority Stage 2.

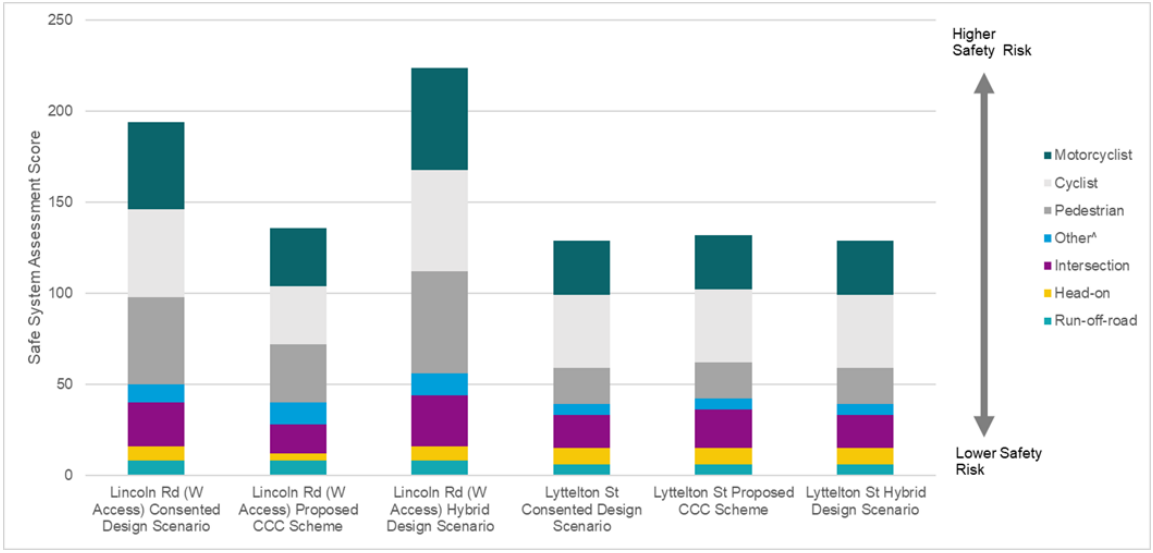
The proposed New World development is yet to commence construction and has been designed to take access from Lincoln Road and Lyttleton Street based on the current road layout. However, the current Lincoln Road Bus Priority Stage 2 scheme design is seeking to alter the road layout which will affect the current access arrangements on Lincoln Road.

The safety of the proposed accesses was assessed using an Austroads Safe System Assessment (SSA) process as per Austroads Research Report *"Safe System Assessment Framework"* (AP-R509-16). The objective of this SSA is to assess how closely the design and operations align with the safe system principles. The SSA scoring is relative to other options considered with a lower SSA score indicating greater alignment with Safe System Principles and therefore, improved safety.

The assessment of the proposed New World accesses on Lyttelton Street and Lincoln Road considered the following scenarios:

- Consented Design scenario – Proposed New World development and associated accesses with the current layout in Lincoln Road as per the existing resource consent
- Proposed CCC Scheme– Lincoln Road layout as per Lincoln Road Bus Priority scheme design provided by CCC
- Hybrid Design scenario – This scenario is a modified version of the CCC design where the existing flush median treatment between Torrens Road and Lyttelton Street is retained to allow right turn movements for the proposed New World development.

The scores of the SSA are summarised in Figure 1



^ Effects on the wider traffic networks and rear-end type crashes

Figure 1: SSA results summary

This SSA demonstrates the following:

- The Proposed CCC Scheme, where a raised median is present at the Lincoln Road access **is the safest option** (with the lowest risk score).
- The Hybrid Design scenario, where a flush median is present at the Lincoln Road access, results **in an increase in risk** compared to the current consented scenario

1 Introduction

Beca Limited (Beca) has been requested by Christchurch City Council (CCC) to undertake a safety review of a proposed New World development that is to be constructed at 92, 94, 100 and 108 Lincoln Road and the interaction between this and the proposed Lincoln Road Bus Priority Stage 2 scheme as shown in Figure 2.

The proposed New World development is yet to commence construction and has been designed to take access from Lincoln Road and Lyttleton Street based on the current road layout. However, the current Lincoln Road Bus Priority Stage 2 scheme design is seeking to alter the road layout which will affect the current access arrangements on Lincoln Road.

This safety review is to assess the safety implications of the proposed Lincoln Road Bus Priority Stage 2 scheme design on the access for the proposed New World development.

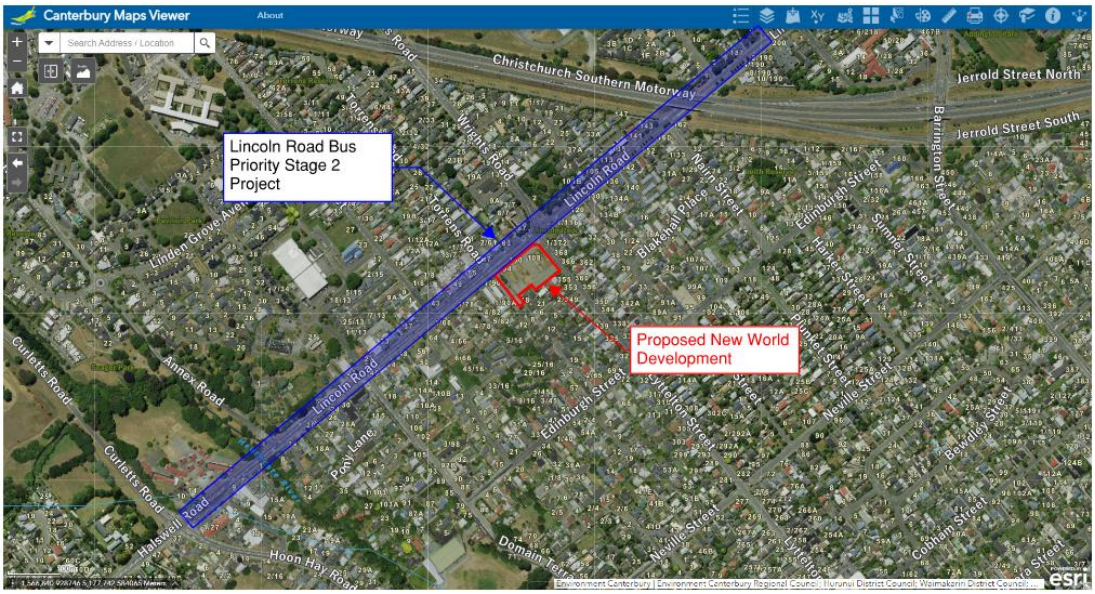


Figure 2: Proposed New World Development Location and Lincoln Road Bus Priority Stage 2 Project

2 Road Network Characteristics

2.1 Adjacent Land Use

The land use surrounding the proposed New World Development is predominantly residential development as shown in Figure 3. The surrounding residential development consists of varying densities with higher density Residential Suburban Density Transition Zone to the east of the proposed New World development and lower density Residential Suburban Zone to the west. To the west of the proposed New World development on the opposite side of Lincoln Road is a Local Commercial zone which is currently being utilised by an NPD service station and associate mechanics garage, car yard and McDonalds with the NPD service station located on the corner of Lincoln Road / Torrens Road. There is also the Bin Inn food market located on the corner of Lincoln Road / Torrens Road which is accessed from Torrens Road.

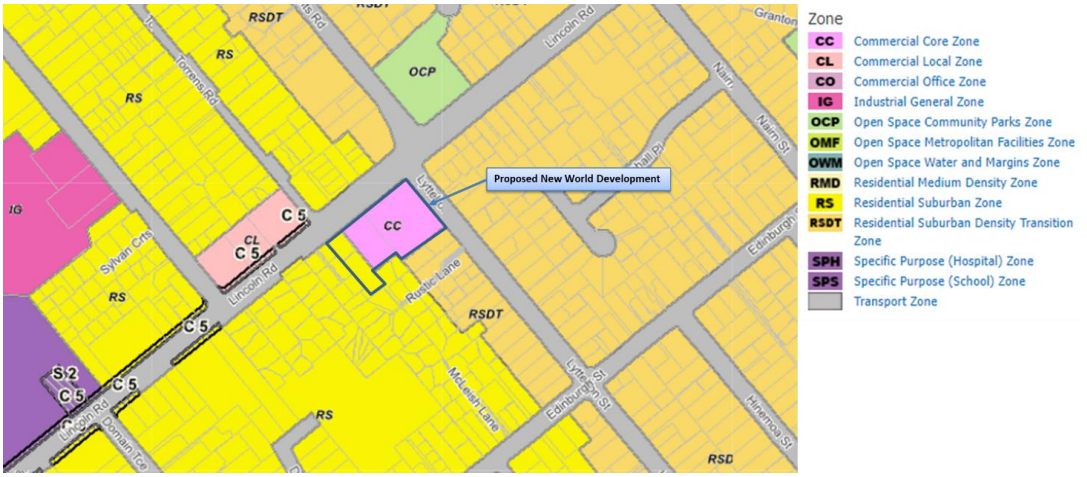


Figure 3: Land Use Surrounding Proposed New World Development

2.2 Road Network

Lincoln Road is classified as a Major Arterial under the CCC District Plan Road Classification System that connects the Christchurch CBD and Addington with suburbs in the south-west of Christchurch such as Halswell, Spreydon, Hillmorton, Aidenfield.

The road section on Lincoln Road outside of the proposed New World development consists of a short two-lane section merging to a single lane for westbound traffic and a single lane diverge to four lanes for eastbound traffic (east of the proposed western access on Lincoln Road) as shown in Figure 4. Traffic counts undertaken by CCC in 2021 on Lincoln Road near the proposed New World development indicate that the traffic volume on this section of Lincoln Road is approximately 24,430 vehicle/day.

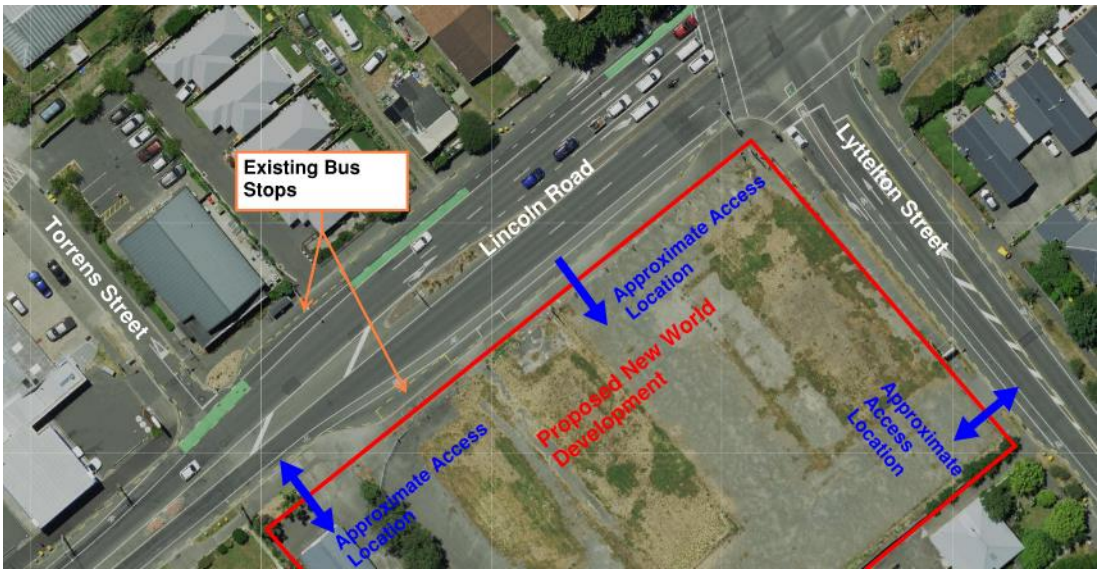


Figure 4: Existing Road Layout Near Proposed New World Development

Lyttelton Street is classified as a Collector road under the CCC District Plan Road Classification System. This road connects Lincoln Road to the suburbs of Spreydon and Cashmere to Lincoln Road. Traffic counts undertaken by CCC in 2021 on Lyttelton Street to the south of Lincoln Road indicate the traffic volume on this section of Lyttelton Street is approximately 7,730 vehicles/day.

Torrens Road is classified a Local road under the CCC District Plan Road Classification System. The road is a two way road that is approximately 4.5-5m which connects to approximately 80 household located to the north of Lincoln Road. No specific traffic counts have been undertaken by CCC on Torrens Road, however, there is an estimated 950 veh/day noted in Mobile Road[1].

Cycle lanes are provided on Lincoln Road and Lyttelton Street for cyclists in both directions and are approximately 1.5-1.6m wide. A continuous cycle counter located on Lincoln Road to the east of Dominion Terrace indicates that there are approximately 240-330 cyclists/day on Lincoln Road, however, there was a noticeable dip in cycle volumes coinciding with times where Covid-19 related movement restrictions have been put in place. No specific cycle counts have been undertaken on Lyttelton Street, however, traffic counts undertaken at the Lincoln Road / Lyttelton Street / Wrights Road intersection by CCC in 2019 indicate that cycle volumes are approximately 35%-40% of those on Lincoln Road. This equates to an expected 85-130 cyclists/day using Lyttelton Street.

There are currently two bus stops provided on Lincoln Road outside the proposed New World development as shown in Figure 4. These bus stops are used by the Number 7 bus that runs between Halswell and the Christchurch CBD. This is a high frequency bus that typically runs at least once every 15 minutes between 6am-7pm on weekdays, 8:30am-6pm on Saturday, and at 30-minute intervals outside of these times. Pedestrian crossing facilities are provided at the Lincoln Road / Lyttelton Street / Wrights Road intersection via a signalised crosswalk with partial pedestrian protection provided across the Wrights Road approach.

[1] https://mobileroad.org/

2.3 Proposed New World Development

A proposed New World development has been granted resource consent to develop a 2,394m^2 supermarket located at 92, 94, 100 and 108 Lincoln Road. This development will provide one two-way access and one entry only access on Lincoln Road and one two-way access on Lyttelton Street. Light vehicles exiting the proposed New World development via the Lincoln Road access are limited to left-turns only, whereas, there are no turning restrictions at the Lyttelton Street access. The approximate locations and anticipated movements permitted is shown in Figure 5.

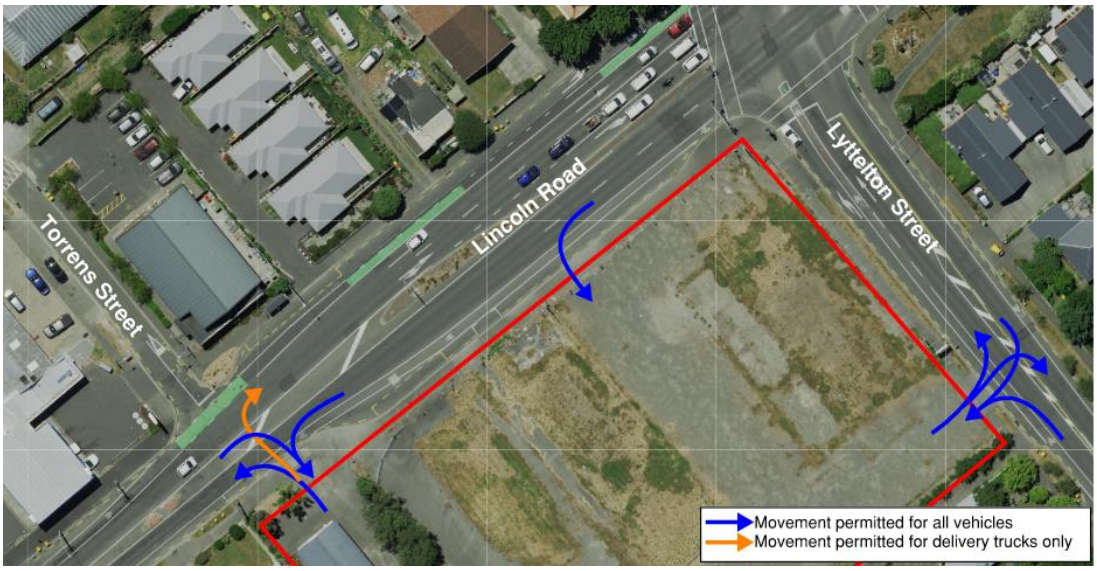


Figure 5: Permitted Movements at Proposed Accesses for Proposed New World Development

The proposed development is expected to generate 355 vehicles/hour during the PM peak (174 entering, 181 exiting) as per the Integrated Transport Assessment undertaken on the proposed development.

A vehicle servicing the supermarket (such as semi-trailer or truck and trailer) is expected to enter the site using the access on Lyttelton Street. The service vehicle will then travel through the car park and reverse into a designated loading area within the building. The service vehicle will then exit the site using the exit on Lincoln Road. Access to the supermarket by service vehicles are to be limited to 7am to 3pm.

2.4 Lincoln Road Bus Priority Project

CCC are currently undertaking upgrades to Lincoln Road to provide bus priority between Curletts Road (State Highway 75) and Moorhouse Avenue. This project is to connect to the bus priority project currently being undertaken by Waka Kotahi which extends the bus priority further south-west on State Highway 75 towards Halswell. The CCC project is being undertaken in the following two stages:

Stage 1 - between Moorhouse Avenue and Whiteleigh Avenue/Barrington Street

Stage 2 – between Whiteleigh Avenue/Barrington Street and Curletts Road.

Stage 2 of the proposed project runs along the Lincoln Road boundary of the proposed New World development. The current scheme drawings provided by CCC are shown in Figure 6.

Figure 6: Proposed Lincoln Road Bus Priority Scheme along Proposed New World Road Frontage

The proposed project provides a bus lane to the west of the proposed New World development that is operational 7am-9am for eastbound traffic and 3pm-6pm for westbound traffic on weekdays. The bus lane will also be operational 10am-2pm in both directions on Saturdays. The road section on Lincoln Road outside of the proposed New World development consists of a short two-lane section merging to a single lane for westbound traffic and a single lane diverge to four lanes for eastbound traffic (east of the proposed western access on Lincoln Road). A raised median is to be installed in place of the current flush median preventing all right turns except for the right turn into Torrens Road. It is understood that as part of this project, right turn arrows will be installed at the Lincoln Road / Lyttelton Street / Wrights Road intersection.

3 Safety Review Methodology

3.1 Safe System Assessment Methodology

The safety of the proposed accesses will be assessed using a Safe System Assessment (SSA). The objective of this SSA is to assesses how closely the design and operations align with the safe system objectives and principles as well as clarifying which elements need to be modified to achieve closer alignment. The SSA was developed as part of the Austroads Research Report *"Safe System Assessment Framework"* (AP-R509-16).

The SSA focuses on key crash risks which are head-on, run off road, intersection, pedestrian, cyclist and motorcyclist crashes. Three risk components; exposure, likelihood and severity are rated for each movement type. The rating scale is from zero to four. Zero being minimal contribution of that risk component, while a rating of four indicates a high impact on poor safety outcome.

Exposure is based on the volumes while likelihood is based on the road, pedestrian and cyclist facilities. Risk severity is predominately based on the operating speeds of the main movement.

This assessment and relativity of options is specific to each location and are not intended for direct comparison with similar projects elsewhere. **The lower the SSA score is for an option, the greater the alignment is with Safe System Principles**.

The SSA has been modified to give more specific consideration of intersection related risks associated with the accesses being assessed. The intersection risks considered are based on the main movement types that tend to result in Fatal and Serious injury as identified in NZTA High Risk Intersection Guide (Figure 7). For the purposes of this assessment, Type H and J were grouped together as they represent high risk movements for exiting vehicles and Type N crashes were not considered as part of intersection crash risk category as this would result in double counting with the pedestrian crash risk category. Cyclists don't have their own movement category and so could feature within any of these crash types, recognising that they share the same vulnerability as pedestrians and motorcyclists.

Table 3-1 Main movement types for F&S crashes in urban intersections

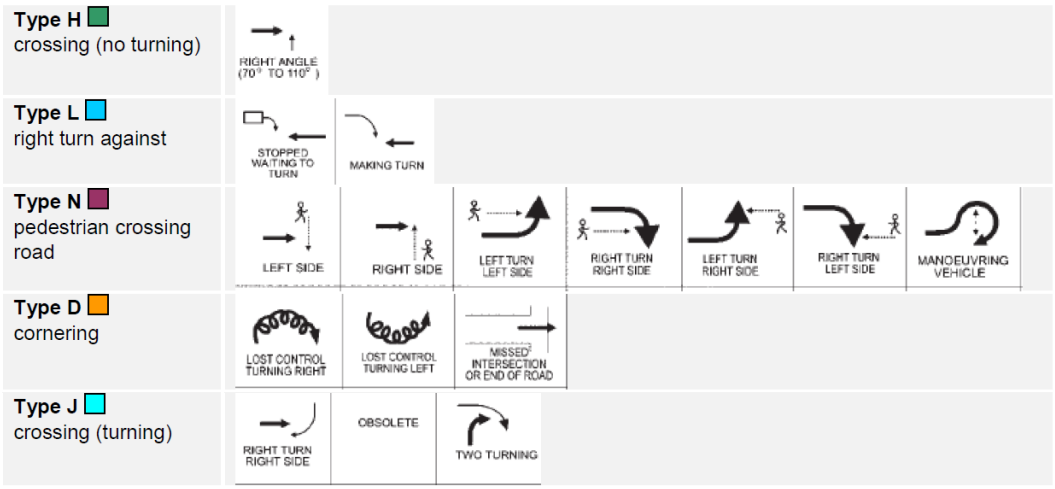


Figure 7: Main movement types for Fatal and Serious Crash at Urban Intersections (extracted from High Risk Intersection Guide)

Crash types that are assessed as part of this SSA are:

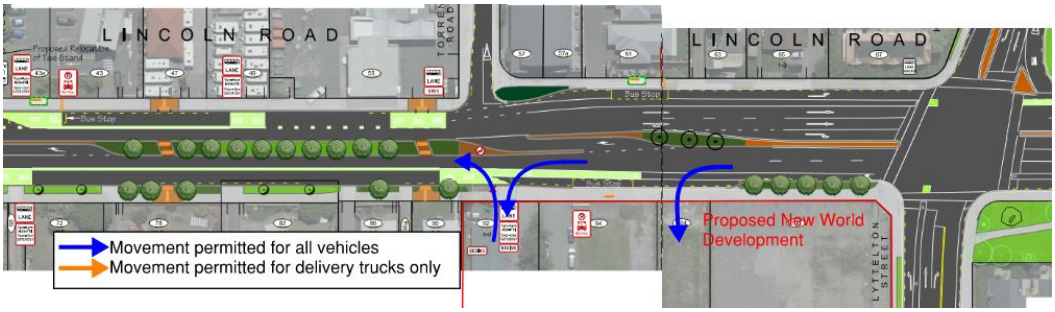
- Vehicle: Run-off-road
- Vehicle: Head on
- Vehicle (I1): Intersection (Type H and J – crossing turning and crossing non-turning)
- Vehicle (I2): Intersection (Type L – Right turn against)
- Vehicle (I3): Intersection (Type D – Loss of control)
- Vehicle: Other (rear-end, side-swipe crashes, vehicle re-routing)
- Pedestrian
- Cyclist
- Motorcyclist

For the overall score, the maximum score of I1, I2 or I3 are considered for the intersection risk score as this represents the most prevalent intersection risk for the access.

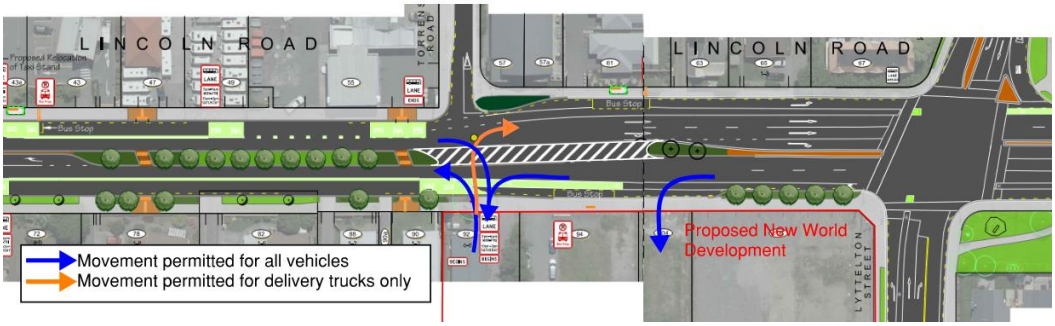
3.2 Safe System Assessment Scenarios Considered

The scope of the SSA is the assessment of the proposed two-way access on Lyttelton Street access and two-way access on Lincoln Road as these accesses are the most likely to be affected by the proposed Lincoln Road Bus Priority Project. The scenarios considered for these accesses are as follows:

- Consented Design Scenario – Proposed New World Development and associated accesses with the current Lincoln Road layout as per Resource Consent for the proposed development
- Proposed CCC Scheme – Lincoln Road layout as per Lincoln Road Bus Priority scheme design provided by CCC
- Hybrid Design Scenario – This scenario is a modified version of the CCC design where the existing flush median treatment between Torrens Road and Lyttelton Street is retained to allow right turn movements for the proposed New World development as shown in Figure 8.



Proposed CCC Scheme and Permissible Movements on Lincoln Road



Hybrid Design Scenario and Permissible Movements on Lincoln Road

Figure 8: Proposed CCC Scheme and Hybrid Design Scenario Layouts and Permissible Movements on Lincoln Road

4 Results

The full assessment of the SSA is provided in Appendix A. The scores of the SSA are summarised in Table 1 and Figure 9.

Table 1 SSA results summary

Location/Scenario	Total score	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motorcyclist
Lincoln Rd - **Consented Design Scenario**	**194**	8	8	24	10	48	48	48
Lincoln Rd - **Proposed CCC Scheme**	**136**	8	4	16	12	32	32	32
Lincoln Rd - **Hybrid Design Scenario**	**224**	8	8	28	12	56	56	56
Lyttelton St - **Consented Design Scenario**	**129**	6	9	18	6	20	40	30
Lyttelton St - **Proposed CCC Scheme**	**132**	6	9	21	6	20	40	30
Lyttelton St - **Hybrid Design Scenario**	**129**	6	9	18	6	20	40	30

* Effects on the wider traffic networks and rear-end type crashes

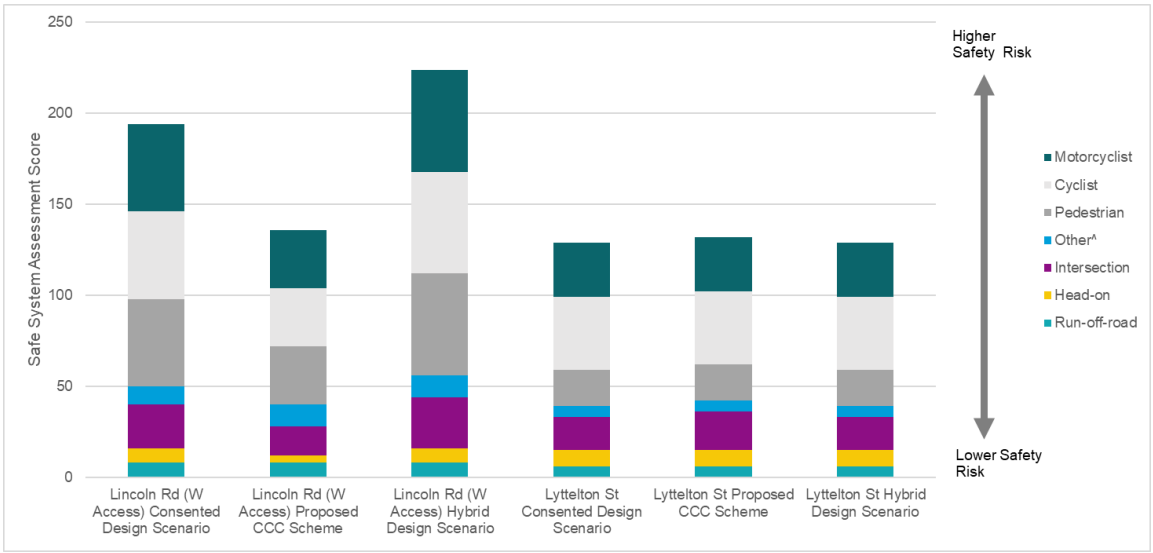


Figure 9 SSA total scores summary

This Safe System Assessment demonstrates the following:

- The Proposed CCC Scheme, where a raised median is present at the Lincoln Road access, results in a 30% reduction (194 to 136) in risk score compared to the Consented Design scenario on the Lincoln Road Access
- The Hybrid Design, where a flush median is present at the Lincoln Road access, results in a 15% increase (194 to 224) in risk score compared to the Consented Design scenario on the Lincoln Road Access
- The overall risk for the Lyttelton Street access is similar in all scenarios

Further analysis of the scoring:

- The highest risk scores for all crash types are pedestrian, cyclists and motorcyclist crash types. This is as a result of high traffic volumes on Lincoln Road and the proposed New World access creating a complex environment for pedestrians, cyclists and motorcyclists to navigate
- The highest risk score for vehicle related crashes is intersection crashes types. This is primarily driven by the right turn against intersection crash type being undertaken within a complex environment with multiple turning movements being undertaken at this intersection, particularly the addition of the southbound bus lane
- There is a risk of illegal right turns by light vehicles turning from the left turn exit lane at the Lincoln Road access as part of the Consented Design scenario and Hybrid Design scenario as shown in Figure 10.

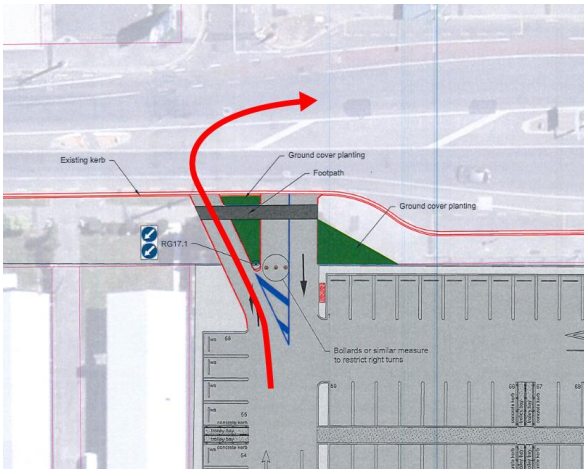


Figure 10: Possible illegal right turns from left turn lane at proposed New World access on Lincoln Road

The Proposed CCC Scheme lowers the risk score for intersection and vulnerable user crashes compared to the Consented Design scenario at the Lincoln Road due to:

- A reduction in right turning movements present and simplification of the Torrens Street intersection for vehicle turning right in.
- Risks due to shadowing of bus lane users the due to traffic in the live lane are partially mitigated by the reduction in right turning movements.

The Hybrid Design increases the risk score for intersection and vulnerable user crashes compared to the Consented Design scenario is primarily due to:

- Increased crossing distance for right turning traffic across multiple traffic lanes and pedestrians resulting in increased exposure to conflicting traffic.
- Intersection, pedestrian, cyclist and motorcyclist risks, increase as a result of right turning traffic conflicting with bus lane users due to shadowing of buses in the merging area.

Changes on Lincoln Road and Lyttelton Street may also have effects on the wider traffic network due to the following effects:

- Queued vehicles affecting the through lane on Lincoln Road as a result of the short stacking space provided for vehicles turning right into the proposed New World development
- Increases in turning traffic volume on nearby roads because of traffic re-routing. It should be noted that the change in risk from increased turning traffic volumes at the nearby Lincoln Road / Lyttelton Street / Wrights Road intersection is mitigated by the introduction of protected right turns (i.e. right turn arrows) at this intersection.

The reduction in scores in Proposed CCC Scheme for the crash types with higher scores (i.e. intersections, pedestrians, cyclists, motorcyclists) for Lincoln Road reflects the positive effects of restricting turning and through traffic at this access. The restrictions change the form of the intersection on Lincoln Road, resulting in lower likelihood of intersection and vulnerable user crashes. There is an increased score in the Proposed CCC Scheme for the Lyttelton Street access as this reflects the re-routing of right turning traffic to this access. This is considered to be a comparatively safer location for right turning traffic compared to the access on Lincoln Road as the traffic volumes are lower, reducing the potential for crashes. It should be noted that there are also opportunities to improve the safety of right turning vehicles entering the Lyttelton access by providing a safe place for vehicles to queue when entering thus reducing the risk of these vehicles being rear-ended.

Overall, the Proposed CCC Scheme provides greater alignment with Safe System Principles for the Lincoln Road access while maintaining a similar level of risk at the Lyttleton Street access when compared with the Consented Design scenario and the Hybrid Design.

5 Conclusion

The safety of the proposed New World development accesses, located at 92, 94, 100 and 108 Lincoln Road, was assessed using an Austroads Safe System Assessment (SSA) process as per Austroads Research Report *"Safe System Assessment Framework"* (AP-R509-16). The following scenarios were considered to assess the safety of the proposed New World development and the interactions with the CCC Lincoln Road Bus Priority scheme:

- Consented Design scenario – Proposed New World development and associated accesses with the current layout in Lincoln Road
- Proposed CCC Scheme – Lincoln Road layout as per Lincoln Road Bus Priority scheme design provided by CCC
- Hybrid Design scenario – This scenario is a modified version of the CCC design where the existing flush median treatment between Torrens Road and Lyttelton Street is retained to allow right turn movements for the proposed New World development.

The scores of the SSA are summarised in Table 2

Table 2 SSA results summary

Location / Scenario	Total score	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motor cyclist
Lincoln Rd - **Consented Design Scenario**	**194**	8	8	24	10	48	48	48
Lincoln Rd - **Proposed CCC Scheme**	**136**	8	4	16	12	32	32	32
Lincoln Rd - **Hybrid Design Scenario**	**224**	8	8	28	12	56	56	56
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* Effects on the wider traffic networks and rear-end type crashes

This SSA demonstrates the following:

- Proposed CCC Scheme, where a raised median is present at the Lincoln Road access, results in a 30% reduction (194 to 136) in risk score compared to the Base Scenario on the Lincoln Road Access
- The Hybrid Design scenario, where a flush median is present at the Lincoln Road access, results in a 15% increase (194 to 224) in risk score compared to the Base Scenario on the Lincoln Road Access
- The overall risk for the Lyttelton Street access is similar in all scenarios
- The Proposed CCC Scheme results in a safer environment for pedestrians and cyclist in particular, who are more vulnerable to serious injury in a crash

Primarily, the safety risks for the currently consented New World development access are as a result of high traffic volumes on Lincoln Road with the increased potential for right turn movements at the access to New World. The CCC Lincoln Road Bus Priority Scheme reduces these risks by the introduction of a solid median island as well as mitigating against the addition of the southbound traffic/bus lane which would otherwise increase the risk if right turn movements were retained.

Overall, the Proposed CCC Scheme provides greater alignment with Safe System Principles than the Consented Design scenario and the Hybrid Design.

A

Appendix A – Safe System Assessment

Sensitivity: General

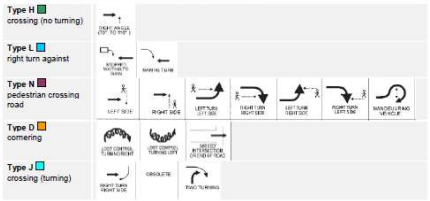
Lincoln Road Base Scenario Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-R556-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	194						
Sub-totals	8	8	24	10	48	48	48
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	2	3	2.5	3	3	3
	Likelihood decreased by: ·Straight road alignment on Lincoln Rd	Likelihood decreased by: ·Straight road alignment on Lincoln Road ·The flushed median marking creates separation between opposing through traffic	Likelihood decreased by:	Likelihood decreased by:	Likelihood decreased by: ·Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements) ·Mid-block pedestrian refuge provided to the west of the access	Likelihood decreased by: ·On road cycle lane available	Likelihood decreased by: ·Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by: ·Merging and diverging traffic on a busy road	Likelihood increased by:	Likelihood increased by: ·High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. ·Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World ·Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks.	Likelihood increased by: ·Short stacking space may result in right turning traffic entering New World queuing back into eastbound live lane, particularly during PM peak when there are likely to be limited gaps available	Likelihood increased by: ·Complex 4 leg intersection with potential shadow issues for crossing pedestrian. The adjacent NPD Petrol station present additional conflict points with the pedestrian crossing movements. ·Vehicles turning right from Lincoln Rd into New World may queue in live traffic lane due to the lack of stacking space, blocking the pedestrian crossing path to the west of the access	Likelihood increased by: ·Complex 4 leg intersection (with the addition of accessway at NW) with potential shadow issues for crossing cyclists. ·Turning vehicles from multiple directions may also cross or encroach into cycle lanes while distracted.	Likelihood increased by: ·Complex 4 leg intersection with potential shadow issues for motorcyclists as turning vehicles on Lincoln Rd queue.
Severity**	1	1	2	1	4	4	4
	Severity decreased by: ·50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: ·50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: ·50km/h speed environment	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: ·50km/h speed environment	Severity increased by:	Severity increased by: ·50km/h speed environment on Lincoln Road	Severity increased by: ·50km/h speed environment on Lincoln Road	Severity increased by: ·50km/h speed environment on Lincoln Road
Comments			0				

Sub-totals	20	24	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)
Likelihood	2.5	3	2.5
	Likelihood decreased by: ·Right turning movements out of proposed New World access limited to delivery trucks only (Light vehicles may attempt to turn right from left turn lane, potentially limiting effectiveness).	Likelihood decreased by:	Likelihood decreased by: ·Straight road alignment
	Likelihood increased by: ·Complex 4 leg intersection created (with the addition of accessway at New World). The adjacent NPD petrol station also adds the number of conflict points. ·High traffic volume results in a lack of spacing and frequency of gaps for turning traffic to merge onto Lincoln Rd will force road users to take on risks	Likelihood increased by: ·High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. ·Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World ·Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks.	Likelihood increased by: ·Vehicles will likely be accelerating while turning out from Torrens Rd or New World to merge into the limited gaps in through traffic on Lincoln Road during peak periods
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by: ·50km/h speed environment	Severity increased by: ·50km/h speed environment	Severity increased by: ·Turning traffic to/from the access is likely to be travelling slower than 40km/h ·No protection or warning for crash vehicles to slow down in this area
Comments			

Table 3-1 Main movement types for F&S crashes in urban intersections



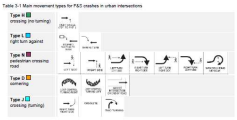
Sensitivity: General

Lincoln Road Scenario 1 Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-RS56-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	136						
Sub-totals	8	4	16	12	32	32	32
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	1	2	1.5	2	2	2
	Likelihood decreased by: -Straight road alignment on Lincoln Rd	Likelihood decreased by: -Straight road alignment on Lincoln Road -Raised median	Likelihood decreased by: -Only right turn into Torrens Road permitted. This movement is expected to be relatively low volume	Likelihood decreased by:	Likelihood decreased by: -Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements) -Mid-block pedestrian refuge provided to the west of the access -Reduced intersection complexity and turning volumes by banning right turning movements	Likelihood decreased by: -On road cycle lane available -Reduced intersection complexity and turning volumes by banning right turning movements	Likelihood decreased by: -Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by: -Merging and diverging traffic on a busy road	Likelihood increased by:	Likelihood increased by: -High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. -Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World -Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks. -Longer crossing distance. Vehicles will be required to cross 2 lanes while turning Lincoln Road. This increases time exposed to conflicting traffic -Road users using the proposed bus lane are likely to be shadowed by queuing traffic	Likelihood increased by: -Turning and U turn movements may occur along the wider network -Right turning traffic from/to Lincoln Road will be redirected away from Lincoln Rd with CCC proposal (with the exception of right turn movement from Lincoln onto Torrens Road).	Likelihood increased by: -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and pedestrian	Likelihood increased by: -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and cyclists -Cyclists legally using bus lane are likely to be shadowed by vehicles in the live lane	Likelihood increased by: -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and cyclists -Motorcyclists legally using bus lane are likely to be shadowed by vehicles in the live lane
Severity**	1	1	2	2	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -50km/h speed environment	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Lincoln Road	Severity increased by: -50km/h speed environment on Lincoln Road	Severity increased by: -50km/h speed environment on Lincoln Road
Comments							

Sub-totals	0	16	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)
Likelihood	0	2	2.5
	Likelihood decreased by: -No right turning or through movements permitted out of Torrens Road or New World Access	Likelihood decreased by: -Only right turn into Torrens Road permitted. This movement is expected to be relatively low volume	Likelihood decreased by: -Straight road alignment
	Likelihood increased by:	Likelihood increased by: -High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. -Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World -Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks. -Longer crossing distance. Vehicles will be required to cross 2 lanes while turning Lincoln Road. This increases time exposed to conflicting traffic -Road users using the proposed bus lane are likely to be shadowed by queuing traffic	Likelihood increased by: -Vehicles will likely be accelerating while turning out from Torrens Rd or New World to merge into the limited gaps in through traffic on Lincoln Road during peak periods
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by: Space available in the road shoulder for correction. Road kerb will also likely stop vehicles from leaving the road corridor
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by: -Turning traffic to/from the access is likely to be travelling slower than 40km/h -No protection or warning for crash vehicles to slow down in this area
Comments			



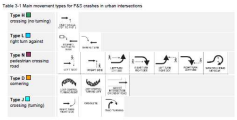
Sensitivity: General

Lincoln Road Scenario 1A Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-RS56-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	224						
Sub-totals	8	8	28	12	56	56	56
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	2	3.5	3	3.5	3.5	3.5
	Likelihood decreased by: -Straight road alignment on Lincoln Rd	Likelihood decreased by: -Straight road alignment on Lincoln Road -The flushed median marking creates separation between opposing through traffic	Likelihood decreased by:	Likelihood decreased by:	Likelihood decreased by: -Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements) -Mid-block pedestrian refuge provided to the west of the access	Likelihood decreased by: -On road cycle lane available	Likelihood decreased by: -Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by: -Merging and diverging traffic on a busy road	Likelihood increased by:	Likelihood increased by: -High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. -Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World -Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks. -Longer crossing distance. Vehicles will be required to cross at least 3 lanes (and up to 4 lanes) while turning on Lincoln Road. This increases time exposed to conflicting traffic -Road users using the proposed bus lane are likely to be shadowed by queuing traffic	Likelihood increased by: -Short stacking space may result in right turning traffic entering New World queuing back into eastbound live lane, particularly during PM peak when there are likely to be limited gaps available	Likelihood increased by: -Complex 4 leg intersection with potential shadow issues for crossing pedestrian. The adjacent NPD Petrol station present additional conflict points with the pedestrian crossing movements. -Vehicles turning right from Lincoln Rd into New World may queue in live traffic lane due to the lack of stacking space, blocking the pedestrian crossing path to the west of the access -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and pedestrian	Likelihood increased by: -Complex 4 leg intersection with potential shadow issues for crossing pedestrian. The adjacent NPD Petrol station present additional conflict points with the pedestrian crossing movements. -Vehicles turning right from Lincoln Rd into New World may queue in live traffic lane due to the lack of stacking space, blocking the pedestrian crossing path to the west of the access -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and cyclists -Cyclists legally using bus lane are likely to be shadowed by vehicles in the live lane	Likelihood increased by: -Complex 4 leg intersection with potential shadow issues for motor cyclists as turning vehicles on Lincoln Rd queue up. -Other road users may use the proposed bus lane to bypass queued turning vehicles, increasing risks of shadowing and potential collision between vehicles and cyclists -Cyclists legally using bus lane are likely to be shadowed by vehicles in the live lane
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -50km/h speed environment	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Lincoln Road	Severity increased by: -50km/h speed environment on Lincoln Road	Severity increased by: -50km/h speed environment on Lincoln Road
Comments	No change from base scenario as the risks remain the same	No change from base scenario as the risks remain the same					Minimal change from base scenario as the risks remain the same

Sub-totals	24	28	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)	AADT: 24,172 (2.3% Heavy)
Likelihood	3	3.5	2.5
	Likelihood decreased by: -Right turning movements out of proposed New World access limited to delivery trucks only (Light vehicles may attempt to turn right from left turn lane, potentially limiting effectiveness).	Likelihood decreased by:	Likelihood decreased by: -Straight road alignment
	Likelihood increased by: -Complex 4 leg intersection created (with the addition of accessway at New World). The adjacent NPD petrol station also adds the number of conflict points. -High traffic volume results in a lack of spacing and frequency of gaps for turning traffic to merge onto Lincoln Rd will force road users to take on risks -Longer crossing distance. Vehicles will be required to cross at least 3 lanes (and up to 4 lanes) while turning on Lincoln Road. This increases time exposed to conflicting traffic	Likelihood increased by: -High through traffic volume on Lincoln Road during PM peak and queuing from downstream intersection limits gaps available for right turning traffic. -Right turning traffic entering New World during PM peak likely to be reliant on reverse priority to access New World -Queuing traffic behind vehicles turning right into New World may increase pressure on turning traffic to push thorugh and take on risks. -Longer crossing distance. Vehicles will be required to cross at least 3 lanes (and up to 4 lanes) while turning on Lincoln Road. This increases time exposed to conflicting traffic -Road users using the proposed bus lane are likely to be shadowed by queuing traffic	Likelihood increased by: -Vehicles will likely be accelerating while turning out from Torrens Rd or New World to merge into the limited gaps in through traffic on Lincoln Road during peak periods
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by: Space available in the road shoulder for correction. Road kerb will also likely stop vehicles from leaving the road corridor
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by: -Turning traffic to/from the access is likely to be travelling slower than 40km/h -No protection or warning for crash vehicles to slow down in this area
Comments			Risk remains mostly unchanged from base scenario



Sensitivity: General

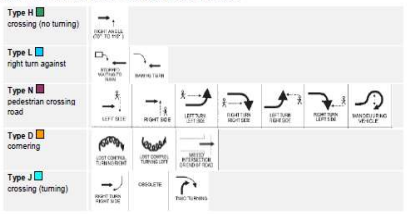
Lyttleton Street Base Scenario Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	129						
Sub-totals	6	9	18	6	20	40	30
	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motorcyclist
Exposure*	3	3	3	3	2	4	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	Units: Est. 0-50 units a day	Units: Est. 100+ cyclists a day	Units: Est. 50-100 Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	3	3	2	2.5	2.5	2.5
	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment	Likelihood decreased by:	Likelihood decreased by: -Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements).	Likelihood decreased by: - On-road cycle lanes provided on Lyttelton Road	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility - Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by:	Likelihood increased by: -Some seperation provided developing right turn bay for Lincoln Road/Lyttelton Road intersection	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.	Likelihood increased by: -Vehicles waiting to turn right turn into access will need to queue in live lane, increasing risk of rear-end crashes	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow crossing pedestrian	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow cyclists	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound motorcyclists and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.
Comments							

Sub-totals	18	18	7.5
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	3	3	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)
Likelihood	3	3	2.5
	Likelihood decreased by: -Straight road alignment	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility in both directions (with the exception of sight distance issue caused by existing vegetation near the accessway)
	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross	Likelihood increased by: -3 leg intersection (with the addition of accessway at NW) leads to a number of conflict points -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.	Likelihood increased by:
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by: -Turning traffic to/from the access is likely to be travelling slower than 40km/h
Comments			

Table 3-1 Main movement types for F&S crashes in urban intersections



Sensitivity: General

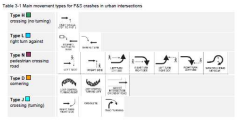
Lyttleton Street Scenario 1

*Quantitative trigger values taken from Austroads (2016) S *Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe sys **Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for
^Other includes crash types such as rear-end, side-swipe, hi ^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known val Red indicates values based on estimates and not known values

Total score	132						
Sub-totals	6	9	21	6	20	40	30
	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motorcyclist
Exposure*	3	3	3	3	2	4	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	Units: Est. 0-50 units a day	Units: Est. 100+ cyclists a day	Units: Est. 50-100 Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	3	3.5	2	2.5	2.5	2.5
	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment	Likelihood decreased by:	Likelihood decreased by: -Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements).	Likelihood decreased by: - On-road cycle lanes provided on Lyttelton Road	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility - Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by:	Likelihood increased by: -Some seperation provided developing right turn bay for Lincoln Road/Lyttelton Road intersection	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road. -Increased traffic using this access as a result of re-routing	Likelihood increased by: -Vehicles waiting to turn right turn into access will need to queue in live lane, increasing risk of rear-end crashes	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow crossing pedestrian	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow cyclists	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) a number of conflict points -Intervisibility between Northbound motorcyclists and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.
Comments							

Sub-totals	21	21	9
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	3	3	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)
Likelihood	3.5	3.5	3
	Likelihood decreased by: -Straight road alignment	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility in both directions (with the exception of sight distance issue caused by existing vegetation near the accessway)
	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road. -Increased traffic using this access as a result of re-routing	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Vehicles will need to cross diverging north bound traffic on Lyttelton Road. -Increased traffic using this access as a result of re-routing	Likelihood increased by: -Increased traffic using this access as a result of re-routing
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by: -Turning traffic to/from the access is likely to be travelling slower than 40km/h
Comments			

Table 3-1 Main movement types for P&C crashes in urban intersections



Sensitivity: General

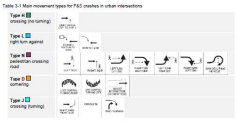
Lyttleton Street Scenario 1A Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	129						
Sub-totals	6	9	18	6	20	40	30
	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motorcyclist
Exposure*	3	3	3	3	2	4	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	Units: Est. 0-50 units a day	Units: Est. 100+ cyclists a day	Units: Est. 50-100 Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	3	3	2	2.5	2.5	2.5
	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment	Likelihood decreased by:	Likelihood decreased by: -Signalised pedestrian crossing available at the Lincoln Road / Lyttelton Street signalised intersection (reducing number of pedestrian crossing movements).	Likelihood decreased by: - On-road cycle lanes provided on Lyttelton Road	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility - Motorcyclists will likely use the main traffic lane and while still at risk, are less likely to be shadowed by other vehicles than cyclists and pedestrian
	Likelihood increased by:	Likelihood increased by: -Some seperation provided developing right turn bay for Lincoln Road/Lyttelton Road intersection	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.	Likelihood increased by: -Vehicles waiting to turn right turn into access will need to queue in live lane, increasing risk of rear-end crashes	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow crossing pedestrian	Likelihood increased by: -Increase of traffic volume on Lyttelton Road as a result of traffic accessing New World. -Northbound vehicles queueing on Lyttelton Rd from the intersection may shadow cyclists	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) a number of conflict points -Intervisibility between Northbound motorcyclists and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -50km/h speed environment and close to the Lincoln Rd and Lyttelton Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.	Severity increased by: -50km/h speed environment on Lyttelton Road.
Comments							

Sub-totals	18	18	7.5
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	3	3	3
	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)	AADT: 8,731 (1.7% heavy)
Likelihood	3	3	2.5
	Likelihood decreased by: -Straight road alignment	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility to north round traffic.	Likelihood decreased by: -Straight road alignment on Lyttelton Rd with good visibility in both directions (with the exception of sight distance issue caused by existing vegetation near the accessway)
	Likelihood increased by: -3 leg intersection (with the addition of accessway at New World) leads to an increase in number of conflict points -Intervisibility between Northbound traffic and New World access obscured by vegetation -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.	Likelihood increased by: -3 leg intersection (with the addition of accessway at NW) leads to a number of conflict points -Vehicles will need to cross diverging north bound traffic on Lyttelton Road.	Likelihood increased by:
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by: -Turning traffic to/from the access is likely to be travelling slower than 40km/h
Comments			

Table 5-1 Main movement types for P&S crashes in urban intersections



Lincoln Road Bus Priority Stage 2 – 9/13 Halswell Road Commercial Accessway Safety Review

Prepared for Christchurch City Council
Prepared by Beca Limited

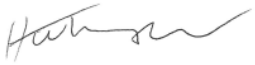
4 February 2022

Creative people together transforming our world

Revision History

Revision Nº	Prepared By	Description	Date
1.0	Hayden Trumper	Draft for client review	28/01/2022
2.0	Hayden Trumper	Final	04/02/2022

Document Acceptance

Action	Name	Signed	Date
Prepared by	Hayden Trumper		04/02/2022
Reviewed by	Marcus Brown		04/02/2022
Approved by	Bryce Carter		04/02/2022
on behalf of	Beca Limited		

Contents

Appendices

Executive Summary

Beca Limited (Beca) has been requested by Christchurch City Council (CCC) to undertake a safety review of an existing commercial accessway (the accessway) at 9/13 Halswell Road and the interaction between this and the proposed Lincoln Road Bus Priority Stage 2.

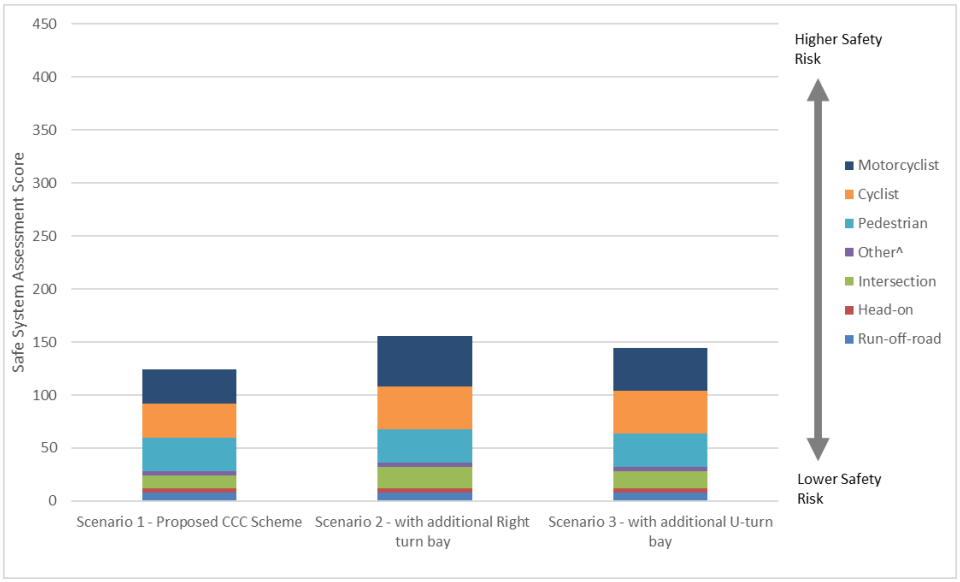
The existing accessway allows traffic on Halswell Road to access the businesses from all approaches. However, the Lincoln Road Bus Priority Stage 2 scheme design is seeking to alter the road layout which will affect the current access arrangements to the commercial area.

The safety of the proposed accesses was assessed using an Austroads Safe System Assessment (SSA) process as per Austroads Research Report *"Safe System Assessment Framework"* (AP-R509-16). The objective of this SSA is to assess how closely the design and operations align with safe system principles. The SSA scoring is relative to other scenarios considered with a lower SSA score indicating greater alignment with Safe System Principles and therefore, improved safety.

The assessment of the proposed access to 9/13 Halswell Road considered the following scenarios:

- Scenario 1 (Proposed CCC Scheme) – Halswell Road layout as per Lincoln Road Bus Priority scheme design provided by CCC
- Scenario 2 (Additional Right Turn Bay) – This scenario is a modified version of the CCC design where an additional right turn bay is provided at the existing commercial accessway for 9/13 Halswell Road. The right turn bay retains the existing right turn movement from Halswell Road onto the accessway for 9/13 Halswell Road.
- Scenario 3 (Additional U-turn Bay) – This scenario is a modified version of the CCC design where an additional U-turn bay is provided to the north of the existing commercial accessway for 9/13 Halswell Road. The U-turn bay allow north bound traffic on Halswell Road to complete a U-turn prior to the Annex Road intersection and access businesses at 9/13 Halswell Road.

The scores of the SSA are summarised in Figure 1.



^ This movement type considers implications of wider re-routing

Figure 1: SSA results summary

This SSA demonstrates the following:

- Scenario 1 (Proposed CCC Scheme) is the **safest option** with the lowest risk score followed by scenario 3 (Additional U-turn Bay), where a U-turn bay is provided on Halswell Road north of the accessway.
- Scenario 2 (Additional Right Turn Bay), where a new right turn bay will be provided at the accessway for 9/13 Halswell Road, results **the highest risk** compared to the other scenarios with the highest risk score.

Overall, scenario 1 (proposed CCC scheme) provides the greatest alignment with Safe System Principles for Halswell Road. This is primarily due to reduced potential conflict points, simpler turning arrangements and reduced potential for shadowing of bus lanes users (where buses, cyclists and motorcyclists using the bus lane are obscured by queued traffic) during periods of heavy traffic.

1 Introduction

Beca Limited (Beca) has been requested by Christchurch City Council (CCC) to undertake a safety review of the accessway for the commercial area at 9/13 Halswell Road and the interaction with the proposed Lincoln Road Bus Priority Stage 2 scheme as shown in Figure 2.

The existing accessway allows full traffic movements from the business access from and to Halswell Road. However, the proposed Lincoln Road Bus Priority Stage 2 scheme design is expected to alter the road layout which will affect the current access arrangements to the commercial area.

This safety review is to assess the safety implications of the proposed Lincoln Road Bus Priority Stage 2 scheme design on the access to the commercial area.

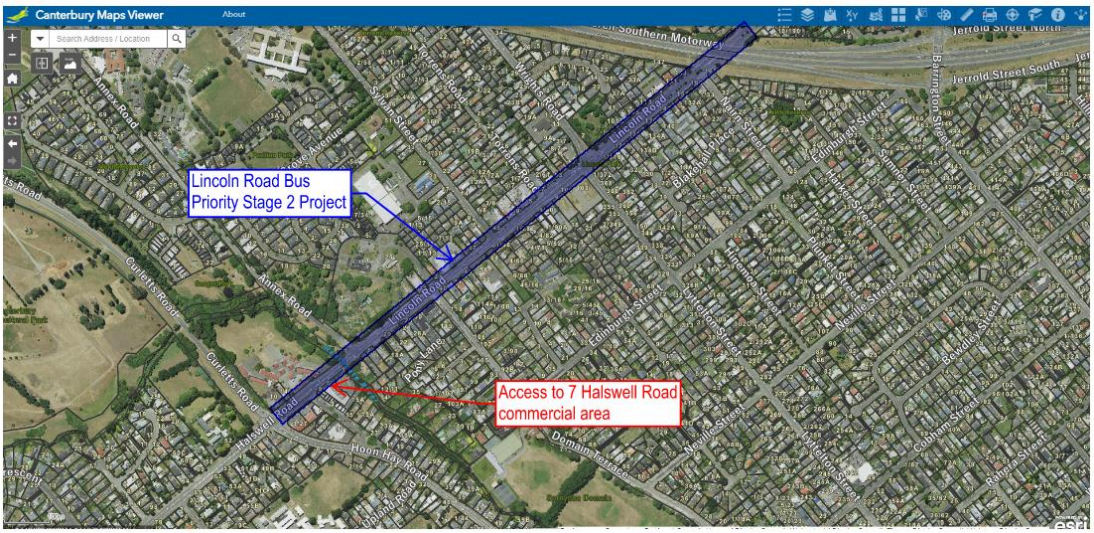


Figure 2: 9/13 Halswell Road and Lincoln Road Bus Priority Stage 2 Project Extents

2 Road Network Characteristics

2.1 Adjacent Land Use

The land use surrounding the existing 9/13 Halswell Road Commercial Local Zone area is predominantly residential development as shown in Figure 3. The surrounding zone is a mix of mostly Residential Suburban Zone, with Specific Purpose areas across Halswell Road for school and hospital. To the south of 9/13 Halswell Road is another Commercial Local Zoned area with access onto Halswell Road (left in and out only) and Coppell Place.

The commercial zone at 9/13 Halswell Road is currently occupied by a range of hospitality businesses, health centre, pharmacy, and interior show room. To the south of 9/13 Halswell Road is another Commercial Local Zoned area with access onto Halswell Road (left in and out only) and Coppell Place. The school zone opposite the commercial local zone on Halswell Road is currently occupied by a specialist school (Southern Health School). The nearby hospital zone does not have direct accessway onto Annex Road or Lincoln Road and will unlikely affect this safety assessment.

Figure 3: Land use surrounding 9/13 Halswell Road

2.2 Road Network

Lincoln Road and Halswell Road are classified as a Major Arterial under the CCC District Plan Road Classification System that connects the Christchurch CBD and Addington with suburbs in the south-west of Christchurch such as Halswell, Spreydon, Hillmorton, Aidenfield.

The road section on Halswell Road outside of the commercial accessway consists of a short two-lane section merging to a single lane for northbound traffic and a single lane diverge to four lanes for southbound traffic (south of the Halswell Road accessway). The proposed bus lanes begin and end prior to the intersection. Traffic counts undertaken by CCC in 2021 on Halswell Road near the commercial accessway indicate that the traffic volume on this section of Halswell Road is approximately 24,400 vehicle/day.

Curletts Road (State Highway 75) and Hoon Hay Road are classified as a Major Arterial and Minor Arterial respectively under the CCC District Plan Road Classification System. These roads connect Halswell Road to the suburbs of Wigram and Hoon Hay. Traffic counts undertaken by Waka Kotahi in 2019 on Curletts Road to the north of Halswell Road indicate the traffic volume on Curletts Road is approximately 15,450

vehicles/day. Traffic counts undertaken by CCC in 2019 on Hoon Hay Road to the south of Halswell Road indicate the traffic volume is approximately 11,500 vehicles/day.

Coppell Place is classified as a Local road under the CCC District Plan Road Classification System. This road connects between Hoon Hay Road and Halswell Road. The connection to Halswell Road is approximately 60m to the south of the access to 9/13 Halswell Road. This access was observed being frequently utilised by Halswell Road traffic accessing the parking for the commercial developments on Coppell Place

Annex Road is classified a Local road under the CCC District Plan Road Classification System. The road is a two-way road that is approximately 11.5-12m wide which connects to Hillmorton hospital and residential area located to the north of Halswell Road. Traffic counts undertaken by CCC in 2021 on Annex Road to the north of Linden Grove Avenue indicate the traffic volume is approximately 1,900 vehicles/day.

Cycle lanes are provided on Halswell Road, Lincoln Road and Hoon Hay Road for cyclists in both directions and are approximately 1.5-1.6m wide. A shared path is provided on the northern side of Halswell Road / Lincoln Road which connects the Curletts Road shared path and the Nor'west Arc Major Cycle Route on Lincoln Road. A continuous cycle counter located on Lincoln Road to the north of Annex Road intersection indicates that there are approximately 150-330 cyclists/day in the south bound direction on this section of Lincoln Road / Halswell Road.

There are currently two bus stops provided on Halswell Road southeast of the 9/13 Halswell Road accessway. These bus stops are used by the Number 7 bus that runs between Halswell and the Christchurch CBD. This is a high frequency bus that typically runs at least once every 15 minutes between 6am-7pm on weekdays, 8:30am-6pm on Saturday, and at 30-minute intervals outside of these times. Pedestrian crossing facilities are provided at the Halswell Road / Curletts Road / Hoon Hay Road intersection via a signalised crossing with partial pedestrian protection provided across all approaches. Mid-block pedestrian refuges are currently outside 9/13 Halswell Road to the northeast of the current access and to the north of Annex Road.

2.3 Lincoln Road Bus Priority Project

CCC are currently undertaking upgrades to Lincoln Road to provide bus priority between Curletts Road (State Highway 75) and Moorhouse Avenue. This project is to connect to the Waka Kotahi bus priority project which extends the bus priority further south-west on State Highway 75 towards Halswell. The CCC project is being undertaken in the following two stages:

- Stage 1 - between Moorhouse Avenue and Whiteleigh Avenue/Barrington Street
- Stage 2 – between Whiteleigh Avenue/Barrington Street and Curletts Road.

Stage 2 of the proposed project runs along the Halswell Road section including the 9/13 Halswell Road commercial area. The current scheme drawing provided by CCC is shown in Figure 4.

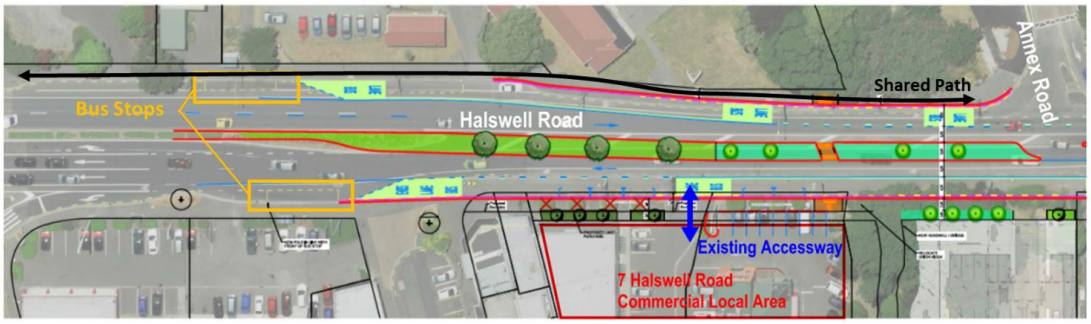


Figure 4: Road Layout near 9/13 Halswell Road accessway as per the CCC proposed scheme

The proposed project provides a bus lane in front of the accessway which is operational 7am-9am for eastbound traffic and 3pm-6pm for westbound traffic on weekdays. The bus lane will also be operational 10am-2pm in both directions on Saturdays. The Halswell Road section outside of the commercial area consists of a single lane for southbound traffic and two lanes merging into a single lane for north bound traffic. A raised median is to be installed in place of the current flush median preventing all right turns except for the right turn into Annex Road and U-turn movement for northbound traffic to the north of Annex Road intersection.

The existing commercial area has one two-way access on Halswell Road. The proposed CCC scheme will result in the commercial area being limited to left-in-left-out movements only with Northbound vehicles accessing the development required to use a U-turn bay provided outside 20 Lincoln Road, located approximately 150m north of the current access. The approximate locations and anticipated movements permitted for the development is shown in **Error! Reference source not found.**.

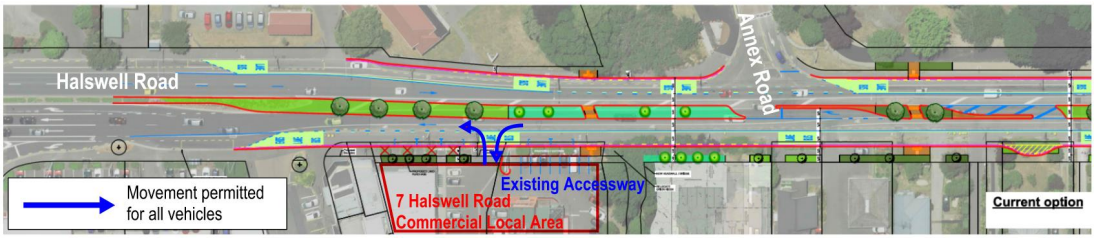


Figure 5: Permitted Movements at 9/13 Halswell Road accessway

3 Safety Review Methodology

3.1 Safe System Assessment Methodology

The safety of the proposed accesses will be assessed using a Safe System Assessment (SSA). The objective of this SSA is to assesses how closely the design and operations align with the safe system objectives and principles as well as clarifying which elements need to be modified to achieve closer alignment. The SSA was developed as part of the Austroads Research Report *"Safe System Assessment Framework"* (AP-R509-16).

The SSA focuses on key crash risks which are more likely to result in death or serious injury which are head-on, run off road, intersection, pedestrian, cyclist and motorcyclist crashes. Three risk components; exposure, likelihood and severity are rated for each movement type. The rating scale is from zero to four. Zero being minimal contribution of that risk component, while a rating of four indicates a high impact on poor safety outcome.

Exposure is based on the volume of users, while likelihood is based on the road, pedestrian and cyclist facilities. Risk severity is predominately based on the operating speeds of the main movement.

This assessment and relativity of scenarios is specific to each location and are not intended for direct comparison with similar projects elsewhere. **The lower the SSA score is for a scenario, the greater the alignment is with Safe System Principles**.

The SSA has been modified to give more specific consideration of intersection related risks associated with the accesses being assessed. The intersection risks considered are based on the main movement types that tend to result in Fatal and Serious injury as identified in NZTA High Risk Intersection Guide (Figure 6). For the purposes of this assessment, Type H and J were grouped together as they represent high risk movements for exiting vehicles and Type N crashes were not considered as part of intersection crash risk category as this would result in double counting with the pedestrian crash risk category. Cyclists don't have their own movement category and so could feature within any of these crash types, recognising that they share the same vulnerability as pedestrians and motorcyclists.

Table 3-1 Main movement types for F&S crashes in urban intersections

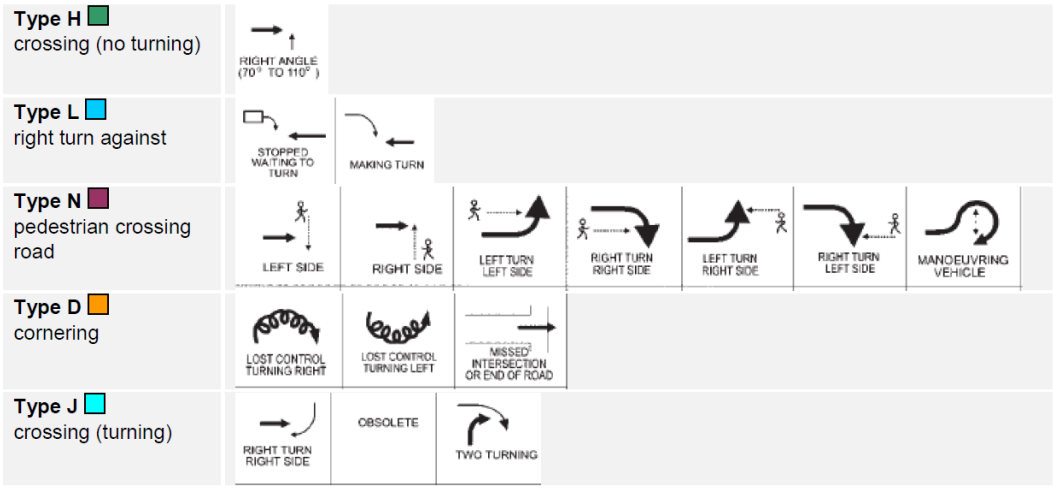


Figure 6: Main movement types for Fatal and Serious Crash at Urban Intersections (extracted from High Risk Intersection Guide)

Crash types that are assessed as part of this SSA are:

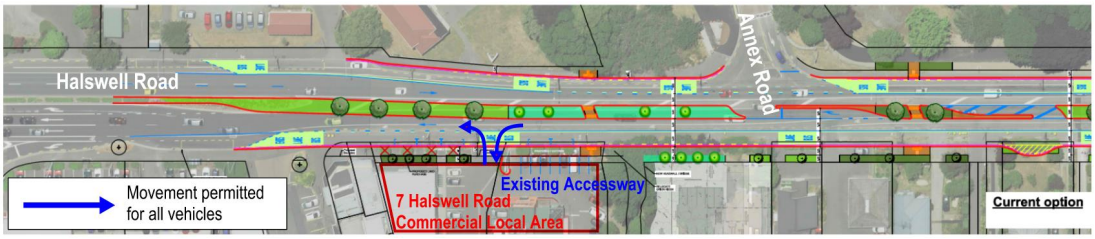
- Vehicle: Run-off-road
- Vehicle: Head on
- Vehicle (I1): Intersection (Type H and J – crossing turning and crossing non-turning)
- Vehicle (I2): Intersection (Type L – Right turn against)
- Vehicle (I3): Intersection (Type D – Loss of control)
- Vehicle: Other (rear-end, side-swipe crashes, vehicle re-routing)
- Pedestrian
- Cyclist
- Motorcyclist

For the overall score, the maximum score of I1, I2 or I3 are considered for the intersection risk score as this represents the most prevalent intersection risk for the access.

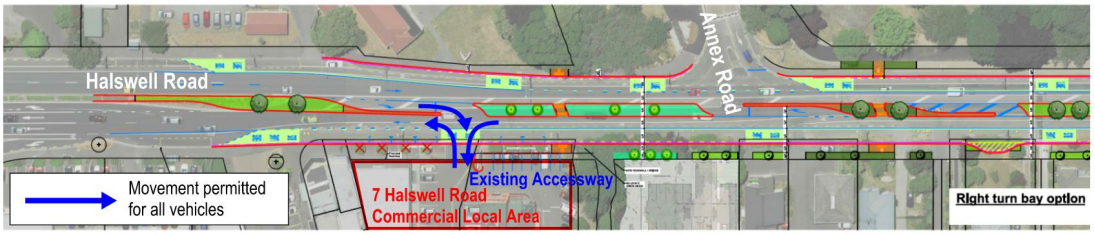
3.2 Safe System Assessment Scenarios Considered

The scope of the SSA is the assessment of the 9/13 Halswell Road commercial area access and associated movements affected by the proposed Lincoln Road Bus Priority Project. The scenarios considered for this access is as follows (shown in Figure 7):

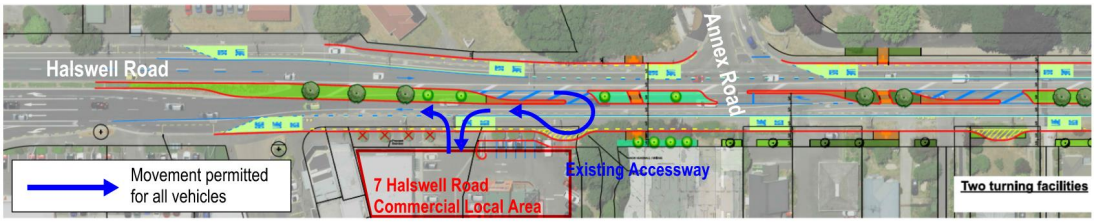
- Scenario 1 (Proposed CCC Scheme) – Halswell Road layout as per Lincoln Road Bus Priority scheme design provided by CCC
- Scenario 2 (Additional Right Turn Bay) – This scenario is a modified version of the CCC design where an additional right turn bay is provided at the existing commercial accessway for 9/13 Halswell Road. The right turn bay retains the existing right turn movement from Halswell Road onto the accessway for 9/13 Halswell Road.
- Scenario 3 (Additional U-turn Bay) – This scenario is a modified version of the CCC design where an additional U-turn bay is provided to the north of the existing commercial accessway for 9/13 Halswell Road. The U-turn bay allow north bound traffic on Halswell Road to complete a U-turn prior to the Annex Road intersection and access businesses at 9/13 Halswell Road.



Scenario 1 – Proposed CCC Scheme and Permissible Movements on Lincoln Road



Scenario 2 – Proposed CCC Scheme with additional right turn bay and Permissible Movements on Lincoln Road



Scenario 3 – Proposed CCC Scheme with additional U-turn bay and Permissible Movements on Lincoln Road

Figure 7: Proposed CCC Scheme and alternative scenarios layouts and permissible movements on Lincoln Road

The scope of the SSA is between Coppell Place and the proposed U-turn bay to the north of Annex Road, as shown in Figure 8. While the physical changes between the scenarios considered is limited to outside 9/13 Halswell Road, the scenarios considered are expected to affect movements between Coppell Place and the proposed U-turn bay to the north of Annex Road.

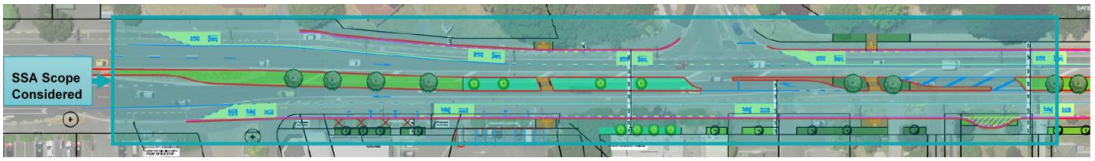


Figure 8: Scope of SSA consider for each scenario

4 Results

The full assessment of the SSA is provided in Appendix A. The scores of the SSA are summarised in Table 1 and Figure 9.

Table 1 SSA results summary

Location/Scenario	Total score	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motorcyclist
Scenario 1 – **Proposed CCC Scheme**	**124**	8	4	12	4	32	32	32
Scenario 2 – **Proposed CCC Scheme with additional right turn bay**	**156**	8	4	20	4	32	40	48
Scenario 3 – **Proposed CCC Scheme with additional right U-turn bay**	**144**	8	4	16	4	32	40	40

* This movement type considers implications of wider re-routing

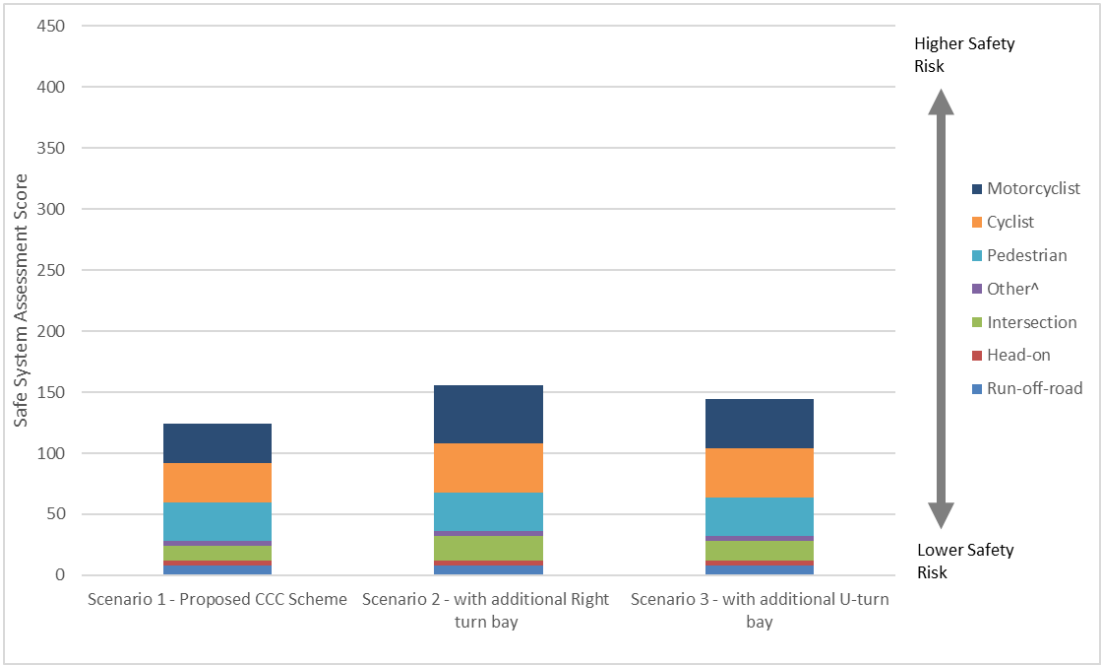


Figure 9 SSA total scores summary

This Safe System Assessment demonstrates the following:

- The proposed CCC scheme results in the lowest score with a score of 120
- The provision of a right turn bay at 9/13 Halswell Road results in a 27% increase in risk score (120 to 152) compared to the proposed CCC Scheme as a result of increased intersection, cyclist and motorcyclist scores.
- The provision of an additional U-turn bay outside 9/13 Halswell Road results in a 17% increase in risk score (120 to140) compared to the proposed CCC Scheme as a result of increased intersection, cyclist and motorcyclist scores.

Further analysis of the scoring:

- The highest risk score is for vulnerable users (pedestrians, cyclists, motorcyclists) as there are a high volume of vulnerable users in an environment with speeds above safe system levels for these users.
- The pedestrian risk is the same for all scenarios with no notable changes to pedestrian facilities provided for each scenario considered.
- Whilst all scenarios intend to restrict all exiting movements to left-out only, to eliminate crossing type crashes for exiting vehicles, scenario 2 (with additional right turn bay) may result in vehicles illegally turning right from 9/13 Halswell Road using the gap in the median for the right turn bay. Scenario 1 (proposed CCC Scheme) and Scenario 3 (with the additional U-turn bay) provide a raised median at the of 9/13 Halswell Road access which physically restricts these right turn movements.
- Scenario 2 (with additional right turn bay) and Scenario 3 (with the additional U-turn bay) introduces additional conflict points. It is recognised that the volume of turning traffic along the corridor is likely to remain unchanged for all scenarios considered, however, the additional conflict points alone introduce additional risk due to increased complexity over a longer length of the road. This results in increased risk scores for intersection, cyclists and motorcyclist due to multiple conflict points where turning traffic crosses their paths.
- There is likely to be some wider re-routing associated with all scenarios considered, however, the provision of U-turn bays along Halswell Road / Lincoln Road limit the extend of side road re-routing for each scenario. There is expected to be negligible difference in the amount of re-routing outside of the study area between each scenario due to the close proximity of u-turning facilities.
- There is an observed demand for vehicles turning right into Coppell Place, therefore, u-turning demand for Coppell Place can also be expected. Scenario 2 (with the right turn bay) will likely result in these U-turns being undertaken at the access for 9/13 Halswell Road resulting in increased intersection scores due to increased complexity due to U-turns and additional weaving.
- The proposed right turn bay provided for scenario 2 (with the right turn bay) is approximately 50m from the end of the bus lane so vehicles are legally able to utilise the bus lane to access the left hand lane on the approach to the Halswell Road / Curletts Road / Hoon Hay Road intersection. Whilst the U-turn bay provided outside 9/13 Halswell Road in scenario 3 (with the additional right U-turn bay) is approximately 80m from the end of the bus lane, there is a risk of vehicles undertaking in the bus lane particularly during periods of heavy traffic. This results in increased scores for intersection and motorcycle crash types for these two scenarios due to the increased risk of queuing vehicles masking undertaking vehicles. As a result, the risk score for the scenario 2 (with the right turn bay) increasing the most due to increased risk of undertaking vehicles.

The lower score in scenario 1 (Proposed CCC Scheme) reflects the reduced potential for shadowing of bus lanes users (where buses, cyclists and motorcyclists using the bus lane are obscured by queued traffic) during periods of heavy traffic and a reduction in potential conflict points resulting in simpler arrangements for turning vehicles. Overall, the scenario 1 (Proposed CCC Scheme) provides greater alignment with Safe System Principles for Halswell Road.

5 Conclusion

The safety of the three access scenarios developed by CCC for the commercial area at 9/13 Halswell Road and the associated interaction with the proposed Lincoln Road Bus Priority Stage 2 scheme, was assessed using an Austroads Safe System Assessment (SSA) process. The scores of the SSA are summarised in Table 2.

Location/Scenario	Total score	Run-off-road	Head-on	Intersection	Other*	Pedestrian	Cyclist	Motor cyclist
Scenario 1 – **Proposed CCC Scheme**	**124**	8	4	12	4	32	32	32
Scenario 2 – **Proposed CCC Scheme with additional right turn bay**	**156**	8	4	20	4	32	40	48
Scenario 3 – **Proposed CCC Scheme with additional right U-turn bay**	**144**	8	4	16	4	32	40	40

* This movement type considers implications of wider re-routing

Table 2 SSA results summary

This SSA demonstrates the following:

- The Scenario 1 (Proposed CCC scheme) results in the lowest score with a score of 124
- The provision of a right turn bay at 9/13 Halswell Road results in a 26% increase in risk score (124 to 156) compared to the proposed CCC Scheme
- The provision of an additional U-turn bay outside 9/13 Halswell Road results in a 16% increase in risk score (124 to 144) compared to the proposed CCC Scheme

Primarily, the crash types that experience change between the scenarios considered are intersection, cyclists and motorcyclists crashes. Overall, scenario 1 (proposed CCC scheme) provides the greatest alignment with Safe System Principles for Halswell Road. This is due to reduced potential conflict points, simpler turning arrangements and reduced potential for shadowing of bus lanes users (where buses, cyclists and motorcyclists using the bus lane are obscured by queued traffic) during periods of heavy traffic, including vehicles undertaking in the bus lane, particularly compared to Scenario 2 (with the right turn bay).

A

Appendix A – Safe System Assessment

Sensitivity: General

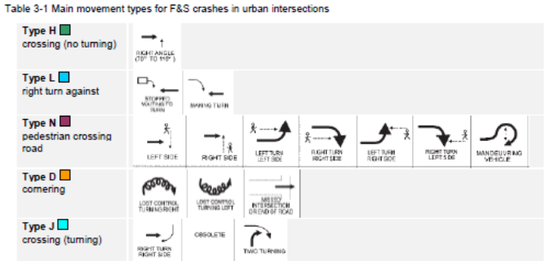
Halswell Road Access Scenario 1 (Proposed CCC Scenario) Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-R556-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	124						
Sub-totals	8	4	12	4	32	32	32
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	1	1.5	1	2	2	2
	Likelihood decreased by: -Straight road alignment on Halswell Rd	Likelihood decreased by: -Straight road alignment on Halswell Road -The raised median creates separation between opposing through traffic	Likelihood decreased by: -All right turn movements have been limited to two locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: - U-turn bays and signalised intersections provided on Halswell Road / Lincoln Road, limiting the potential additional re-routing distance required for access	Likelihood decreased by: -Signalised pedestrian crossing available at the Curletts Road and Halswell Road signalised intersection (reducing number of pedestrian crossing movements). -Mid-block pedestrian refuge provided to the east of the accessway.	Likelihood decreased by: - Bus lane can be used by cyclist and provide greater separation from through traffic.	Likelihood decreased by: -Motorcyclists will likely use the main traffic lane while traffic is free flowing. While still at risk, motor cyclists are less likely to be shadowed by other vehicles than cyclists and pedestrian during free flow conditions.
	Likelihood increased by: -Merging and diverging traffic on a busy road		Likelihood increased by:	Likelihood increased by: - Restriction of movements for intersection and accesses can result in this traffic re-routing	Likelihood increased by: -Potential shadowing issues for crossing pedestrians in both directions as through lane traffic may shadow pedestrian from traffic in the bus lane.	Likelihood increased by: -Potential shadowing issues for cyclists at Annex Road right turn bay and U-turn bays where through lane traffic may shadow cyclist from turning vehicles.	Likelihood increased by: -Potential shadow issues for motorcyclists at the turning facilities on Haswell Road as motorcyclists may utilise the bus lane during periods of heavy traffic.
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -typically 50km/h speed environment on Halswell Road	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road
Comments			0				

Sub-totals	0	12	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)
Likelihood	0	1.5	2.5
	Likelihood decreased by: -Right turning to/from the business accessways and other driveways have been restricted. -Right turn from Annex Road Prohibitted	Likelihood decreased by: -All right turn movements have been limited to two locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: -Straight road alignment
	Likelihood increased by:	Likelihood increased by:	Likelihood increased by: -Vehicles will likely be accelerating while turning out from the accessway to merge into gaps in the through traffic during peak periods.
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by: - Traffic turning into accesses will likely be travelling at 40km/h or slower.
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by:
Comments			

Table 3-1 Main movement types for F&S crashes in urban intersections



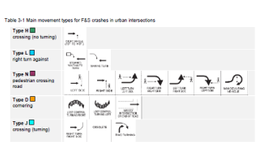
Sensitivity: General

Halswell Road Access Scenario 2 (Additional right turn bay) Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-RS09-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-RS09-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-RS56-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	156						
Sub-totals	8	4	20	4	32	40	48
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	1	2.5	1	2	2.5	3
	Likelihood decreased by: -Straight road alignment on Halswell Rd	Likelihood decreased by: -Straight road alignment on Halswell Road -The raised median creates separation between opposing through traffic	Likelihood decreased by: -All right turn movements have been limited to two locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: - U-turn bays and signalised intersections provided on Halswell Road / Lincoln Road, limiting the potential additional re-routing distance required for access	Likelihood decreased by: -Signalised pedestrian crossing available at the Curletts Road and Halswell Road signalised intersection (reducing number of pedestrian crossing movements). -Mid-block pedestrian refuge provided to the east of the accessway.	Likelihood decreased by: - Bus lane can be used by cyclist and provide greater separation from through traffic.	Likelihood decreased by: -Motorcyclists will likely use the main traffic lane. While still at risk, motor cyclists are less likely to be shadowed by other vehicles than cyclists and pedestrian.
	Likelihood increased by: -Merging and diverging traffic on a busy road		Likelihood increased by: - The additional right turn bay create another conflict point between through and turning traffic. - The additional right turn bay is located approximately 50m from the end of the south bound bus lane. Traffic in the through lane is able to diverge early and use the bus lane on approach to the signalised intersection, rresulting in increased risk of vehicle shadowing during periods of high traffic volumes	Likelihood increased by: - Restriction of movements for intersection and accesses can result in this traffic re-routing	Likelihood increased by: -Potential shadow issues for crossing pedestrians in both directions as traffic in the through lane may shadow pedestrian from traffic in the bus lane.	Likelihood increased by: -Potential shadow issues for cyclists at Annex Road right turn bay and U-turn bay where traffic in the main through lane may shadow cyclist from turning vehicles. - Additional right turn bay create another conflict point for cyclists on Halswells Road, although the volume of turning traffic is expected to remain unchanged. -Proposed right turn bay may result in U-tuning traffic at accessway resulting in more complicated movements occuring	Likelihood increased by: -Potential shadow issues for motorcyclists at the turning facilities on Haswell Road. - Additional right turn bay create another conflict point for motorcyclists on Halswells Road, although the volume of turning traffic is expected to remain unchanged. -Proposed right turn bay may result in U-tuning traffic at accessway resulting in more complicated movements occuring - The additional right turn bay is located approximately 50m from the end of the south bound bus lane. Traffic in the through lane is able to diverge early and use the bus lane on approach to the signalised intersection, rresulting in increased risk of vehicle shadowing during periods of high traffic volumes
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by:	Severity decreased by: -typically 50km/h speed environment on Halswell Road	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road
Comments					Minimal change from base scenario as the risks remain the same		

Sub-totals	16	20	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)
Likelihood	2	2.5	2.5
	Likelihood decreased by: -Right turning to/from the business accessways and other driveways have been restricted. -Right turn from Annex Road	Likelihood decreased by: -All right turn movements have been limited to two locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: -Straight road alignment
	Likelihood increased by: - Traffic exiting the business accessway may use the gap in the right turn bay to turn right (heading north) onto Halswell Road.	Likelihood increased by: - The additional right turn bay create another conflict point between through and turning traffic. - The additional right turn bay is located approximately 50m from the end of the south bound bus lane. Traffic in the through lane is able to diverge early and use the bus lane on approach to the signalised intersection, rresulting in increased risk of vehicle shadowing during periods of high traffic volumes	Likelihood increased by: -Vehicles will likely be accelerating while turning out from the accessway to merge into gaps in the through traffic during peak periods.
Severity**	2	2	1
	Severity decreased by:	Severity decreased by:	Severity decreased by: - Traffic turning into accesses will likely be travelling at 40km/h or slower.
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by:
Comments			Remains mostly unchanged from the base scenario



Sensitivity: General

Halswells Road Access Scenario 3 (additional U-turn bay) Safe System Assessment

*Quantitative trigger values taken from Austroads (2016) Safe system assessment framework report AP-R509-16
**Qualitative triggers taken from Austroads (2016) Safe system assessment framework report AP-R509-16 with risk of FSI estimated using Jurewicz et al (2015) Proposed vehicle impact speed - severe injury probability relationships for selected crash types and Austroads (2017) Understanding and improving safe system intersection performance report AP-R556-17
^Other includes crash types such as rear-end, side-swipe, hit parked vehicle (where possible), entering/leaving roadside access (where access is provided)
Red indicates values based on estimates and not known values

Total score	144						
Sub-totals	8	4	16	4	32	40	40
	Run-off-road	Head-on	Intersection	Other^	Pedestrian	Cyclist	Motorcyclist
Exposure*	4	4	4	4	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	Units: Est. 100+ pedestrians a day (expected)	Units: Est. 100+ cyclists a day	Units: Est. 100+ Motorcyclists a day (assuming 1% of AADT)
Likelihood	2	1	2	1	2	2.5	2.5
	Likelihood decreased by: -Straight road alignment on Halswell Rd	Likelihood decreased by: -Straight road alignment on Halswell Road -The raised median creates separation between opposing through traffic	Likelihood decreased by: - All turning movements have been limited to three locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: - U-turn bays and signalised intersections provided on Halswell Road / Lincoln Road, limiting the potential additional re-routing distance required for access	Likelihood decreased by: -Signalised pedestrian crossing available at the Curletts Road and Halswell Road signalised intersection (reducing number of pedestrian crossing movements) -Mid-block pedestrian refuge provided to the east of the accessway	Likelihood decreased by: - Bus lane can be used by cyclist and provide greater separation from through traffic. - The volume of turning vehicles remain the same as the base scenario	Likelihood decreased by: -Motorcyclists will likely use the main traffic lane. While still at risk, motor cyclists are less likely to be shadowed by other vehicles than cyclists and pedestrian. - The volume of turning vehicles remain the same as the base scenario
	Likelihood increased by: -Merging and diverging traffic on a busy road		Likelihood increased by: - The additional U-turn bay create another conflict point between through and turning traffic. - The additional right turn bay is located approximately 80m from the end of the southbound bus lane. Traffic in the through lane is may diverge early and use the bus lane on approach to the signalised intersection, resulting in increased risk of vehicle shadowing particularly during periods of high traffic volumes	Likelihood increased by: - Restriction of movements for intersection and accesses can result in this traffic re-routing	Likelihood increased by: -Potential shadow issues for crossing pedestrians in both directions as traffic in the through lane may shadow pedestrian from traffic in the bus lane.	Likelihood increased by: -Potential shadow issues for cyclists at Annex Road right turn bay and U-turn bays where traffic in the main through lane may shadow cyclist from turning vehicles. - Additional U-turn bay create another conflict point for cyclists on Halswells Road, although, the volume of turning traffic is expected to remain unchanged.	Likelihood increased by: -Potential shadow issues for motorcyclists at the turning facilities on Haswell Road. - Additional U-turn bay create another conflict point for motorcyclists on Halswells Road. - The additional u-turn bay is located approximately 80m from the end of the southbound bus lane. Traffic in the through lane may diverge early and use the bus lane on approach to the signalised intersection, resulting in increased risk of vehicle shadowing particularly
Severity**	1	1	2	1	4	4	4
	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: -50km/h speed environment and close to the Curletts Rd and Halswell Rd intersection where vehicles are forced to slow down or stop for signals	Severity decreased by: - Total turning traffic volume remains unchanged from base scenario.	Severity decreased by: -typically 50km/h speed environment on Halswell Road	Severity decreased by:	Severity decreased by:	Severity decreased by:
	Severity increased by:	Severity increased by:	Severity increased by: -50km/h speed environment	Severity increased by:	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road	Severity increased by: -50km/h speed environment on Halswell Road
Comments	No change from base scenario as the risks remain the same	No change from base scenario as the risks remain the same			Minimal change from base scenario as the risks remain the same		

Sub-totals	0	16	10
	Crossing (Turning and No Turning)	Right Turn Against (Type L)	Cornering
Exposure*	4	4	4
	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)	AADT: 24,405 (2.6% Heavy)
Likelihood	0	2	2.5
	Likelihood decreased by: -Right turning to/from the business accessways and other driveways have been restricted. -Right turn from Annex Road	Likelihood decreased by: - All turning movements have been limited to three locations, right turn bay at Annex Road and U-turn east of Annex Road intersection.	Likelihood decreased by: -Straight road alignment
	Likelihood increased by:	Likelihood increased by: - The additional U-turn bay create another conflict point between through and turning traffic. - The additional right turn bay is located approximately 80m from the end of the southbound bus lane. Traffic in the through lane is may diverge early and use the bus lane on approach to the signalised intersection, resulting in increased risk of vehicle shadowing particularly during periods of high traffic volumes	Likelihood increased by: -Vehicles will likely be accelerating while turning out from the accessway to merge into gaps in the through traffic during peak periods.
Severity**	2	2	1
	Severity decreased by:	Severity decreased by: - Total turning traffic volume remains unchanged from base scenario.	Severity decreased by: - Traffic turning into accesses will likely be travelling at 40km/h or slower.
	Severity increased by: -50km/h speed environment	Severity increased by: -50km/h speed environment	Severity increased by:
Comments			Risk remains mostly unchanged from base scenario

Table 3-1 Main movement types for F&S crashes in urban intersections

Lincoln Road peak hour bus lanes – analysis of submissions

Overview

Consultation on the Lincoln Road peak hour bus lanes was open from 16 November to 12 December 2021, we received 162 submissions.

We delivered a fold out consultation document to 585 properties and businesses on the route. We also delivered a DL flyer to 2,022 properties and businesses in the wider area which provided a link to the Have Your Say project page.

Marketing

We advertised the consultation in:

- Southern View newspaper
- Local community Facebook pages and Council's Facebook page
- Digital billboard at the intersection of Lincoln Road and Moorhouse Avenue
- Posters in the Ooh Media bus shelters on Lincoln Road
- Newsline story on 16 December 2021

Drop in sessions

We held four drop in sessions:

- Tuesday, 9 November, from 4.30pm to 7pm, at the Spreydon Tennis Club, 71 Domain Terrace (pre-consultation drop-in for businesses along the route)
- Tuesday, 23 November, from 4.30pm to 7pm, at the Spreydon Tennis Club, 71 Domain Terrace
- Thursday, 2 December, from 4.30pm to 7pm, at Southern Health School, 2 Halswell Road
- Wednesday, 8 December, from 11am to 1pm, at the Spreydon Tennis Club, 71 Domain Terrace.

The main themes that came from the drop-ins were;

- Request for parking to be removed from one side of Domain Terrace for driver and pedestrian safety and visibility
- Request for an additional U-turn bay on Lincoln Road further towards Lyttelton Street

Analysis of feedback

Peak hour bus lanes

We asked for feedback on the peak hour bus lanes between Curletts Road and Whiteleigh Avenue.

Option	
Support	62
Do not support	46

Support

The installation of peak hour bus lanes was supported by 62 submitters. The main comments in support of the bus lanes were:

Main comments

- Overall support for the proposed bus lanes
- It supports the Council's climate change strategy by promoting active modes as well as bus use
- A bus light (bus gate) at the intersections would help the bus get through the congested traffic
- Suggested alternative bus lane hours;
  - 7.30am to 8.30am, 4pm to 6pm
  - 4am, 5am or 8.30am to 2.30pm
- U-turn bay at Sylvan Street
- Make it clear who can use the bus lane
- Support the turning restrictions at Domain Terrace
- Remove parking on one side of Domain Terrace

I fully support the installation of peak hour bus lanes to help move buses past private motor vehicular traffic, and encourage better use of the public transport network in conjunction with the active public transport network under construction. #44274

Looks great, we have got to make cycling and buses more attractive to people who currently commute by car etc I also really like the no right turn into and out of Domain Tce. #44186

Do not support

46 submitters indicated they did not support the peak hour bus lanes.

Main themes

- 13 submitters wanted two lanes for all vehicles not just buses
- 11 submitters stated that this was a waste of money:
  - Should be concentrating on maintaining the roads
  - People do not use the bus/bus use is low
- Seven submitters think the bus lanes will have a negative impact on the businesses along Lincoln Road

Other themes

- Remove on street parking instead of a traffic lane for the bus lane
- Traffic lights at Sylvan Street intersection
- Not enough bus routes use Lincoln Road to warrant a bus lane
- Shelters needed at bus stops for the colder months

Not enough people use buses to warrant the need for a dedicated bus lane. I live near a bus route and have very rarely seen more than two passengers on board, even during the "peak hours". Introducing the peak hour lane will only create congestion for motorists! #44192

Terrible idea, would make the already bumper to bumper traffic on that road even worse. As a main way into the city from the likes of Halswell, Hoon Hay and others this will affect a large amount of the Christchurch population and their journey to work. #42725

Comments related to bus operations (will be passed on to ECAN)

- Bus fares need to be affordable (11 comments)
- More promotion needed on using the bus
- More bus routes needed down Lincoln Road (2 comments)
- Bus driver education on cyclists in bus lanes

General themes over all submissions

- 13 submitters wanted improvement for cyclists – extend the existing shared path on Lincoln Road (between Annex Road and Domain Terrace) through to Moorhouse Avenue, separated cycle lanes or improvement at the intersections where conflicts happen between buses and cyclists
- Why not T2 or clearways?
- Traffic lights at each intersection should have a bus/cycle only phase

Saturday bus lanes

We asked if there was support for bus lanes to be operational on Saturdays between 10am and 2pm. This was a tick box only.

Option	
Yes	73
No	79
Did not indicate	9

Addington bus lanes

We also asked for feedback on changing the city bound bus lane through Addington business area from 4pm - 6pm to 3pm - 6pm

Option	
Did not indicate	61
Yes	47
No	44
Alternative times	10

Support

47 submitters indicated that they supported the extended hour. Nine submitters supported the change in time, but wanted to see alternatives.

- 6am to 10pm
- 2pm to 6pm
- 2.30pm to 6pm
- 3pm to 6.30pm
- 24 hours (12 hours on each side)
- Did not support but suggested the change in times

- 4.30pm to 6.30pm

4.30pm to 6pm*I think this is a good idea as it will allow students who live in Lincoln a better, faster option for traveling by bus #43125*

Yes it makes sense to have all the bus lanes in one direction along the whole route operating at the same time #42796

A positive move. All bus lanes should be the same hours throughout the city, to avoid confusion. #42684

Other comments

- Great to capture the school traffic
- Encourage more people on to the bus
- Good for consistency along the whole Lincoln Road route

Do not support

44 submitters indicated that they did not support the extended hour. The majority of the do not support submitters said 'no' with no further comments.

Other comments

- Need both lanes for all traffic
- No need for bus lanes
- Waste of money for empty buses. Are the buses profitable?
- Don't do it. Traffic is really bad during peak hours.
- Not needed between 3pm and 4pm

4-6 preferred. Peak weekday traffic on Addington is only about an hour in the morning and evening. #43292

This will have a negative impact and will not increase bus usage. It has not worked elsewhere in ChCh. #43237

General comments

- Raised tables for pedestrians at each intersection along Lincoln Road
- Extend the bus lanes through to the intersections
- Improved infrastructure for cyclists/separated cycle lanes
- Parade Court bus stop needs to be moved - not safe for cyclists
- Support Domain Terrace turning restrictions
- Support Torrens Road turning restrictions
- Right turn arrow needed from Lincoln Road on to Curletts Road

Item 5

5. Tables of Submissions

Reference Te Tohutoro: 22/40617

Report of Te Pou Matua: Nathaniel Heslop, Hearings and Committee Support Advisor, nathaniel.heslop@ccc.govt.nz

General Manager Pouwhakarae: Jane Davis, General Manager Infrastructure, Planning and Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Hearings Panel with:

1.1.1 All submissions received on the Lincoln Road peak hour bus lanes consultation; and

1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.

1.2 **Attachment A** contains a schedule of submitters who will speak to their submission during the hearings.

1.3 **Attachment B** contains a table of submissions who wish to be heard (in speaking order).

1.4 **Attachment C** contains a table of submissions who do not wish to be heard and one late submission that was accepted but is not included in the submission analysis.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Lincoln Road Peak Hour Bus Lanes consultation.

Attachments Ngā Tāpirihanga

No.	Title	Page
A ⇩	Schedule of Submitters	128
B ⇩	Wish to be heard	129
C ⇩	Do not wish to be heard	164

CHRISTCHURCH CITY COUNCIL

LINCOLN ROAD PEAK HOUR BUS LANE

SUBMITTERS WHO WISH TO BE HEARD

Monday 28 February 2022

Time	Submission Number	Submitter
9am	Meeting opened and election of Chair	
9.05am	Council Officer presentation and Panel Member questions	
9.30am (10)	43813	David Hawke on behalf of the Halswell Residents Association (via Zoom)
9.40am (10)	44309	Warwick Stevens and John Burgess on behalf of McDonalds Restaurants NZ Limited (via Zoom)
9.50am (10)	43709	Owen Evans on behalf of Lincoln Grove Residents
10am (10)	44224	Greg Gimblett on behalf of Halswell Road Properties
10.10am (10)	44200	Rebecca Parish & Dave Smith on behalf of Foodstuffs South Island Properties Limited (via Zoom)
10.20am (10)	44182	Kim Davies
10.30am (5)	42526	James McCloy
10.35am (10)	44277	Chris Abbott on behalf of Spokes Canterbury (via Zoom)
10.45am (15)	Break	
11am (5)	42482	Evelyn Slape (via Zoom)
11.05am (10)	Break	
11.15am (5)	43515	Becks Aitchison
11.20am (5)	44271	Jono de Wit (via Zoom)
11.25am (5)	Break	
11.30am (10)	44161	Russell Bodger on behalf of Sue's Shop (2014) Limited
11.40am (10)	44233	Karolin Potter on behalf of Waihoro Spreydon-Cashmere Community Board
11.50pm	Hearings Panel Deliberation	

Submissions received on Lincoln Road peak hour bus lanes, December 2021

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Organisations/businesses

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

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Organisation and role
44233	Please see attachment.	Karolin Potter	Waihoro Spreydon-Cashmere Community Board Chairperson
44161	As much as we support progress we do not believe the proposed peak hour bus lanes are beneficial to the small businesses along Lincoln Road. We have the Dairy at 35 Lincoln Road and the proposed changes to Lincoln Road will be detrimental to our business as it will remove all passing trade in the hours the bus lane operates. No provision has been made to allow customers and suppliers to stop at our shop. We believe there are alternatives to the current proposal that would benefit ourselves and the other small businesses in the area such as - - If the trees were removed from the centre median between "private lane" and Sylvan Street then the centre median could be narrowed. In the same zone and where the footpath is wider, a small amount of room could be taken from the footpath. This would allow provision for some turn-out parking bays between numbers 27 and 39 Lincoln Road. It would be beneficial to our business to retain the current designated loading zone giving delivery vehicles access to our shop within close proximity. We also believe that the proposed 30 minute time limit will impact on our own future plans for a small in-store eating area. We would prefer to see the parking in front of 35 and 35A Lincoln Road to have a time limit of 60 minutes. We also cannot support the idea of the bus lane operating between 10am and 2pm on Saturdays as this would almost takeaway all of our Saturday trade. Saturdays are strong sales days with many customers stopping as they move to and from sports and social activities between the proposed times. These customers far outweigh the sales volume of the before 10am and after 2pm shoppers.	Russell Bodger	Sue's Shop (2014) Ltd. trading as 35 Lincoln Road Director
44277	Please see attached submission for feedback and further questions	Chris Abbott	Spokes Secretary and Submissions Convenor
43709	See attached	Owen Evans	Linden Grove Residents (not incorporated) Convenor
43813	Yes - see attached PDF	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	Please see attached submission	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited

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

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

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

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

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

4. Any other feedback on this project

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
44233	Please see attachment.	Karolin Potter	Waihoro Spreydon-Cashmere Community Board Chairperson
44277	Please see attached submission for feedback and further questions	Chris Abbott	Spokes Secretary and Submissions Convenor

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Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
44224	RE: Halswell Road Widening - Wrights Road to Curletts Road I am the sole director of Halswell Road Properties Ltd, the owner of 1- 7 Halswell Road which is affected by the proposed road widening and road works proposed. The purpose of this submission is to oppose the Council's current design for the road upgrade works on the basis that it inappropriately compromises site access to 1- 7 Halswell Road through the prohibition of right turn movements into and out of the sole vehicle crossing that services these sites. Development Background 1 Halswell Road historically contained a hotel (Harringtons) and 7 Halswell Road historically contained a Mobil petrol station. Of note is that there was historically three vehicle crossings servicing both sites, with all three crossings each providing for full turns. Also of note was that the petrol station would have been a significant generator of traffic into and out of its two site access locations. I purchased these sites in 2006 and developed the site in 2007. Even at that time, the road widening designation along Lincoln Road and Halswell Road was contained in the previous City Plan (and I understand it was in the Christchurch City Transitional District Plan before that), so the Council's long term plans to widen the road were known at the time, and the Council was certainly aware of these plans when I applied for subsequent resource consents to further develop these two sites. 7 Halswell Road – Commercial Development In March 2007 I applied for resource consent to redevelop the petrol station site with a commercial development that would contain six tenancies. Site access for both 1 & 7 Halswell Road was being reduced from three vehicle crossings to a single vehicle crossing located centrally between the two sites. Full turns would continue to be provided at the singe vehicle crossing and I considered this to be a significant road safety benefit being cognisant of the arterial function of Halswell Road and the road widening project at the time. This application was processed as RMA92008618, with approval being given in May 2007. It is important to note that as part of processing this consent application, the Council had specific discretion over the site access arrangement and traffic generation, and noted that: "By eliminating two of the existing vehicle crossings this reduces the possible conflict points for passing pedestrians by increasing safety: only one vehicle entrance to cross instead of three. The new arrangement will provide better traffic protection to Halswell Road than the present situation even though the scale of the proposal may be greater than the existing. Using traffic generation rates produced by the RTA the previous service station along with the existing restaurant/bar would have generated approximately 6001 vehicle trips per day more vehicles trips per day than the proposal……. the net effect is positive" Put simply, I worked with the Council at the time to have a development proposal that offer road safety benefits, compared to the historic situation, based on a single site access point with full turns, and a lower traffic generation from the site. The Council's roading engineers, who must have considered the proposal whilst also being cognisant of the road widening works, agreed. Constructed in 2007 in accordance with the resource consent approval, this commercial building of six tenancies contains approx. 770m^2 of lettable space. It has been fully let for 12 of the last 14 years. During 2014-2017 vacancy was 25%. These high occupancy rates confirm that the commercial development is not only economically viable for the significant commercial investment that has been made, but that the site is a popular location for the provision of commercial services to the community. A critical consideration in all of this is the current ability to make right turns both into and out of the site to provide for convenient site access for customers. I reiterate that this remains a site access arrangement, with full turns being available, that was specifically agreed to by the Council through the resource consent approval process. 7 Halswell Road – Medical Centre	Greg Gimblett	Halswell Road Properties Ltd - Director

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Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	In March 2014 the Council approved RMA92025168 which was for the conversion of Unit within the 6-unit commercial development from being a real estate office to a medical centre. There were no changes proposed to the existing parking and access areas on the site as a result of this proposal. At the time it was estimated that the conversion from offices to a medical centre would increase site generated traffic volumes from around 374 vehicle trips per day to around 445 vehicle trips per day. While consent has previously been granted in relation to the high traffic generator rule for the previous developments on the site, the increased site generated traffic volume resulting from this proposal means that traffic generation was required to be reassessed in this consent application. In other words, the Council had a second opportunity to evaluate site access for the development and did so also in the knowledge of the planed road widening works. Mr Calvert, a senior transport engineer employed by the Council, assessed the application and reported that “The site is estimated to generate more than 250 trips per day and contains more than 25 car parking spaces and is therefore assessed as a high traffic generator. The site has previously been assessed as a high traffic generator and little has changed since that last assessment. The CAS data provided indicates that the existing access does not create any safety issues and the additional traffic predicted to be generated by the medical facility is unlikely to have an impact on the safety (or efficiency) of the area. This was the second time that site access arrangement, with full turns being available, was specifically agreed to by the Council through the resource consent approval process. 1 Halswell Road –Bill’s Bar As noted above, a bar/ restaurant has operated on this site since the late 1990s first as Harringtons then Hunt & Hound, and then Digbys before being renamed Bill’s Bar. In July 2008, a Section 127 consent was approved to vary the conditions of RMA92007844 in relation to the conversion of unused bedrooms on the first floor of the tavern into a manager’s residential unit. In addition, this consent variation formalised the as-built layout and tenancy/activity mix of the new commercial building and other minor site layout changes. The bar has recently (2021) undergone refurbishment with the addition of an outdoor seating area, exterior and interior refurbishment. Current Tenancies The current tenants of the commercial development are: Hillmed Health This medical practice was provided Council planning approval under resource consent RMA92025168 and has operated on the site since 2014. Prior to that the practice operated out of a building in Coppell Place for many years prior servicing the local community. Aspiring Kitchens A showroom and office for a kitchen renovation company since 2019. City Laundromat A self-service Laundromat due to open in Dec 2021. Gorkhali Chulo An Indian/Nepalise restaurant that has operated on this site in various forms since 2007 offering takeaway and dine in. Big Daddys Liquor outlet Formally Superliquor and Harringtons since 2007.		

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Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	Azura Hair Studio A hair studio has been operating from this premise since 2007. For all of my tenants, a key consideration with them establishing on the site is the single access point, with full turns being available. At a risk of labouring the point, this is a site access arrangement specifically considered and approved by the Council on two occasions, and specifically with the knowledge of the proposed road widening. The Road Widening Proposal I received a letter via the NZ Postal system dated 1st November in early November advising of the Councils intention to purchase land to enable the widening of Halswell Road. No detail of the proposed road works was included in the letter. The consultation document detailing the proposed works came on the 23rd November, with advice that submissions would close on the 12th December. I have significant concerns with the Councils proposal to not provide for right turns at the site access point. It is critical that the medical centre in particular has convenient site access, and to my thinking, providing right turns at the site access point is a safer design option than providing for U-turns somewhere else along the road. Following discussion with my traffic engineer, he considers that a right turn entry slot is easily achievable, and that any safety concerns the Council might have are unlikely to be justified given that the additional traffic lane being constructed is not a general traffic lane but instead limited to buses and cycles only and that there will be no additional opposing traffic flow over the existing situation. In other words, the Councils latest proposal does not add any additional right turn entry risk compared to what exists, but that right turn exits might be more problematic given the additional roadway width to cross if leaving the site. Together with my traffic engineer, we sought a meeting with Council on the 30th November to understand what Council was proposing and to discuss effects that the current proposal would have on the site and the businesses that operate from the site. We specifically offered a design solution that would provide for right turns into the site, but not provide for right turns out of the site. This meeting proved to be a waste of our time, with Council project manager advising that we should make a submission. He further advised that the reason for right turns not being provided at the site access was on the basis of a competed safety audit. We asked for a copy of said audit. He advised that if we wished any further information we should make it under a Local Government information request – a strange comment when we came to have meaningful consultation with the Council that has a mandate, and a legal requirement, to consult with the community of road proposals. We subsequently were advised by the Council that a safety audit was work in progress and had not been completed. The Council still refuses to release said safety audit, and to date has provided no justification for the loss of full turns at the site access, or even only right turns in as we are willing to accept, even though the Council's design provides identical right turns slots to cater for higher turning volume at the Sylvan Street and Annex Road intersections. It appeared that very little work, if any, had been undertaken on alternative designs and a safety report had not been undertaken which I now understand is fundamental to this type of work. We were also advised I am further disappointed that no attempt was made by Council to discuss this proposal with any of the tenants or myself, at any time given that we operate a significant footprint in this commercial neighbourhood area, and have done so since 2007. Rates alone for these properties amount to approximately $30,000 per annum. Previous attempts in 2019 resulted in a similar poor outcome when a completely different scheme was proposed albeit on the back of the Addington village road widening section. The proposed works will have a significant detrimental effect on the businesses that operate from the site and on the value of the properties. No right turn into the site, and no right turns out will excessively impact on customers using the businesses at 1-7 Halswell Road. The expert engineering advice that I have received is that a right turn into the site could be achieved safely, yet the Council are unwilling to consider this in our discussions to date. To date I have redeveloped these sites with lower site generated traffic volumes than what has historically occurred, and now with a single access point instead of three. This access arrangement has been specifically approved by the Council with full turns, and even now I am willing to discuss a possible right turn exit		

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Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	restriction as long as a right turn entry can be provided for – especially since identical facilities are being provided elsewhere with the Council's design. As currently proposed by the Council, this project will have a significant impact on me, and my tenants wellbeing. We are all concerned what this proposal will do to our livelihoods, businesses and the long-term financial implications. These businesses support many staff, customers and patients. The process means that I have to engage professional help at significant cost to protect my interests and to make submissions on my behalf. The questions in the online submission seem to all centres on the operation of the bus lanes not the effects that the bus lanes will have on residents and ratepayers, who will directly be affected. I remain willing to consult with the Council provided the Council staff are willing to be better informed, and actually willing to consider alternate design solutions. I wish to be heard in support of my submission and any hearing.		
43709	Potential tail backs at right turning lanes, Curletts Road, Annex Road, Sylvan Street.	Owen Evans	Linden Grove Residents (not incorporated) Convenor
43813	Yes - see attached	David Hawke	Halswell Residents Association (Inc.) Co-Secretary
44200	Please see attached	Rebecca Parish	Foodstuffs South Island Properties Limited & Foodstuffs South Island Limited Property Development Manager
44182	As the proprietor of Bill's Bar & Bistro, 1 Halswell Road Hillmorton for nearly 20 years, I would like to strongly object to the current plan that prevents a right hand turn into our complex of various shops and businesses. I understand the need for bus lanes and it's fantastic, but not allowing an opening will impact us greatly and cause considerable grief. Some points to consider: 1. Major disruption for our delivery and recycling trucks not being able to turn right. The proposed Annex Road U-turn is too small for them so they will have to backtrack quite a long way - bad for emissions. 2. First responders. On the odd occasion when we have had to call an ambulance for one of our patrons, a no right turn could have fatal consequences. This is especially apt as a very busy Hillmed medical Centre is next door. 3. The Fire Brigade as well as the police will be incredibly disadvantaged with the proposed no right turn. We have been experiencing a very high rate of violent robberies and break-ins recently. This again could have very serious implications with a no right turn. 4. I understand that you can make a U-turn at Annex Road but this will be inconvenient for some local residents who will perceive this to be a hassle thus taking their trade elsewhere.	Kim Davies	Bill's Bar - Owner

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Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	5. These points may seem inconsequential to you but I know a no right turn will have a severe impact on my business and my neighbours businesses - especially in this current climate. I implore you to reconsider the current plan and leave an opening so we can operate as we do now and all enjoy our beautiful city.		

Submission #44233

10 December 2021

Sam Sharland
Engagement Advisor
sam.sharland@ccc.govt.nz
Christchurch City Council
53 Hereford Street
Christchurch 8154

Beckenham Service Centre
03 941 6633
66 Colombo Street, Beckenham
PO Box 73027
Christchurch 8154
ccc.govt.nz

Hello,

Submission on Lincoln Road Peak Hour Bus Lanes

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

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

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

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

Overall, we strongly support the proposed design.

The Board would like to speak to its submission.

Yours sincerely,

Karolin Potter
Chairperson, Waihoro Spreydon-Cashmere Community Board

Submission #44277

Spokes Submission to CCC on Lincoln Road peak hour bus lanes
https://ccc.govt.nz/the-council/haveyoursay/show/461

Introduction

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

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

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

Address:
Phone:
Email: secretary@spokes.org.nz

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

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

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

Background

https://blog.altaplanning.com/understanding-the-four-types-of-cyclists-112e1d2e9a1b categorises cyclists into four arbitrary – but very useful - groups:

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

Submission #44277

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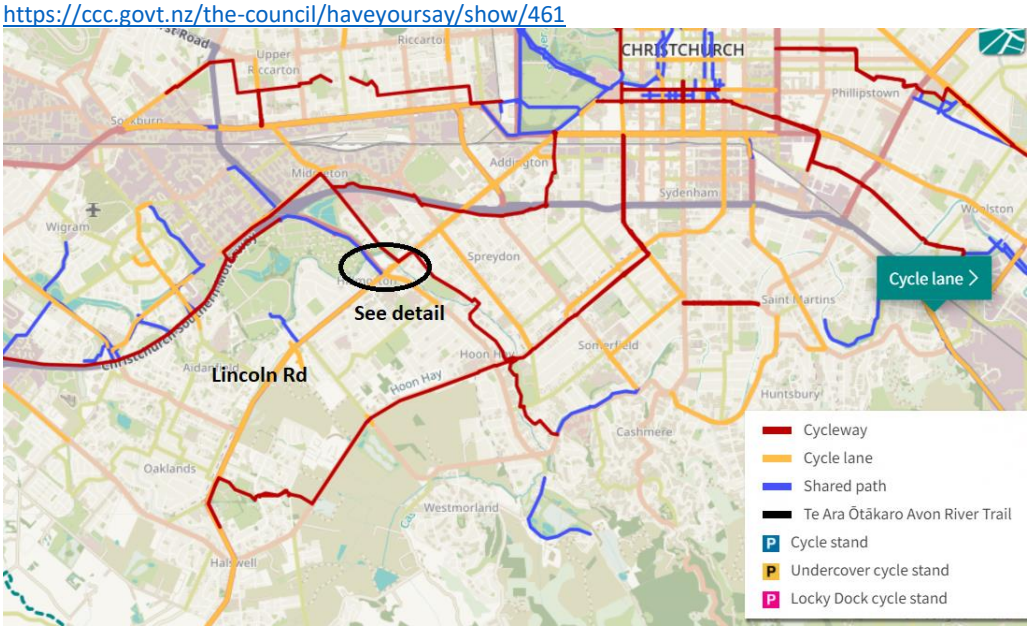
https://ccc.govt.nz/the-council/haveyoursay/show/461



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

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

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

Submission #44277

Spokes Submission to CCC on Lincoln Road peak hour bus lanes
https://ccc.govt.nz/the-council/haveyoursay/show/461

Road layout

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

Additionally Spokes notes:

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

Summary

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

Kind Regards, Chris Abbott
Secretary & Submissions Convenor, Spokes Canterbury
secretary@spokes.org.nz
www.spokes.org.nz

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

Submission #44277

Spokes Submission to CCC on Lincoln Road peak hour bus lanes
https://ccc.govt.nz/the-council/haveyoursay/show/461

Appendix 1 Questions

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

Submission #43709

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

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

Submission #43813

Halswell RESIDENTS ASSOCIATION (inc)

The Chairman:

Submission:	**Lincoln Road peak hour bus lanes (City Council)**
Date:	1 December 2021
Standing:	Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting. The Association Chairperson is John Bennett; the Co-Secretaries are Adele Geradts and David Hawke; and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at secretary.HRA@gmail.com

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Overall comments

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

c. 57% of 96 respondents from the car use survey say they drive a car to the central city.
d. 27% of the same respondents would consider a park and ride option if it were offered, and 22% are not sure.

3. We conclude that the proposed bus lanes are needed, and should be expedited. Not only would the proposed lanes decrease travel times, they would make the bus option more attractive to people not currently using the bus.

Road layout

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

The proposed hours of operation

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

Bus stops and shelters

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

Submission #44200

abley

Transport + Location Intelligence

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

Prepared for: Foodstuffs South Island Limited
Job Number: FSIL-J030
Revision: **Final**
Issue Date: 7 December 2021
Prepared by: Jae Morse, Graduate Transportation Engineer; Dave Smith, Technical Director
Reviewed by: Dave Smith, Technical Director

1. Introduction

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

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

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

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

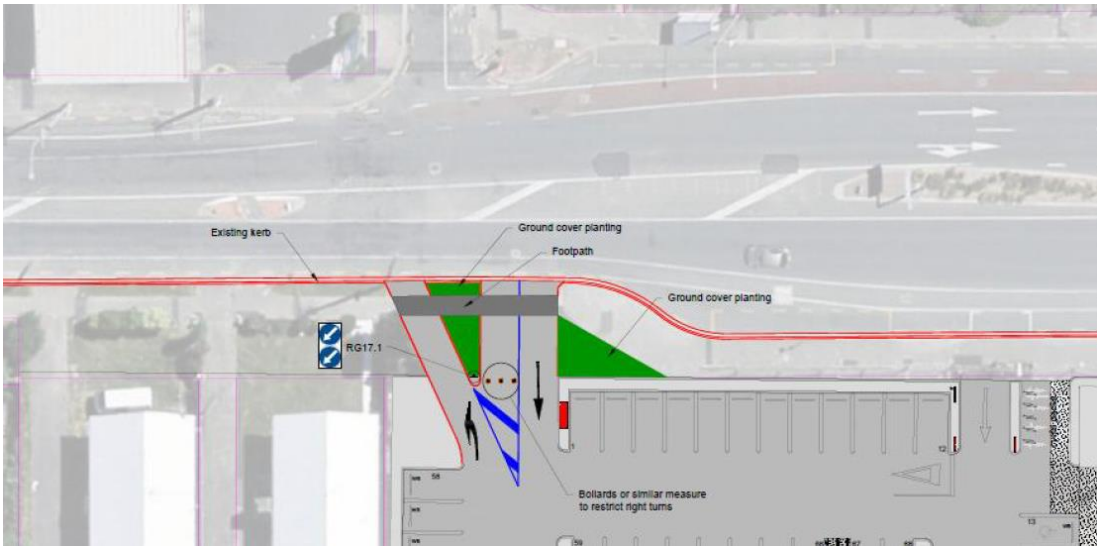

Figure 1.2 Consented two-way access arrangement

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

Figure 1.3 Lincoln Road proposed corridor improvements along supermarket frontage

Transport + Location Intelligence

2. Impacts on site operation

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

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

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

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

2.1 Requirement for right turn into Torrens Road

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

Table 2.1 Torrens Road surveyed hourly demands

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

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

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

2.2 Alternative routes for right turning traffic

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

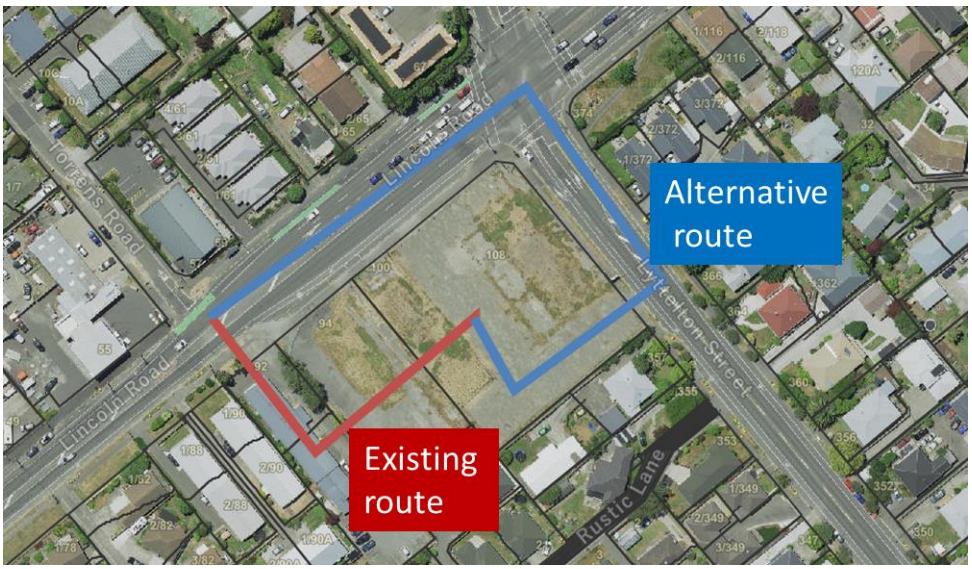

Figure 2.1 Alternative access to the site

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

Figure 2.2 Access Options to Torrens Road

3. Discussion and recommendation

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

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

There are several benefits from this approach including:

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

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

Submission #44200

FOODSTUFFS South Island

10 December 2021

Lincoln Road Peak Hour Bus Lanes

Christchurch City Council

Foodstuffs South Island & Foodstuffs South Island Properties Limited Submission

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

FSSI & FSSIPL SUBMISSION - LINCOLN ROAD PEAK HOUR BUS LANES

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

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

Context and Planning History of 92-108 Lincoln Road

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

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

Submission #44200

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

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

Foodstuffs Submission

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

The reasons for this opposition are:

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

Submission #44200

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

Foodstuffs seeks to be heard.

Rebecca Parish

Property Development Manager

Foodstuffs South Island Limited

Private Bag 4705

Christchurch 8041

Submission #44309

TPC TRAFFIC PLANNING CONSULTANTS LTD

Ref: 20504-r2v1
9 December 2021

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

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

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

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

U-turn facilities

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

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

Traffic signals at Sylvan Street

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

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- Sylvan Street is quite a significant street in terms of the area it serves, including both residential and commercial activities, and including extensive community medical facilities. Coupled with the relatively high traffic flows associated with the McDonald's restaurant close to the intersection, traffic flows at the intersection must be reasonably high.

- The current proposal includes the removal of the existing taxi stand in Sylvan Street to enable separate left and right turn lanes to be marked on the Sylvan Street approach to the intersection. Whilst the provision of double exit lanes can increase the capacity of the intersection, it does have the potential in certain situations to create safety issues for pedestrians crossing at the intersection.
`

- A study of the crash records maintained by NZTA for the 2016-2020 period shows that there have been four reported crashes at the intersection during that period, two involving vehicles turning right into Sylvan Road and two involving vehicles turning right onto Lincoln Road. Given that the Council has agreed that Sylvan Street is sufficiently important in the road network for all turning movements to be maintained at the intersection, the installation of traffic signals as part of the current proposals would represent a good safety option to minimise the potential for right turn crashes.

- The proposal includes the provision of a bus stop on either side of Sylvan Street, with uncontrolled pedestrian crossing places nearby on both sides. The presence of the bus stops, the McDonald's restaurant and the surrounding residential and community activities in and around Sylvan Street together mean that there could be a reasonably high level of pedestrian movement across Lincoln Road at this point, and the installation of traffic signals would again provide a very safe pedestrian crossing option.

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

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

Yours faithfully
TRAFFIC PLANNING CONSULTANTS LIMITED

John Burgess

Submissions received on Lincoln Road peak hour bus lanes, December 2021

Please note: these submissions are released to elected members of Christchurch City Council to assist them in their decision-making on the Lincoln Road peak hour bus lanes, December 2021. They contain personal information and, under the Privacy Act 1993, this information must not be used for purposes other than that for which it was collected, or made available to members of the public. Once elected members have finished with these submissions, please destroy any printed copies in a secure and appropriate manner, and delete any electronic versions.

Individuals

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

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

Submissions received on Lincoln Road peak hour bus lanes, December 2021

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Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Address	Suburb
42482	If this will reduce the current parking or the width of the road for cars I do not approve of this. Most of the time there is no one on the busses but this is busy for vehicles.	Evelyn Slape		Addington

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

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

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

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

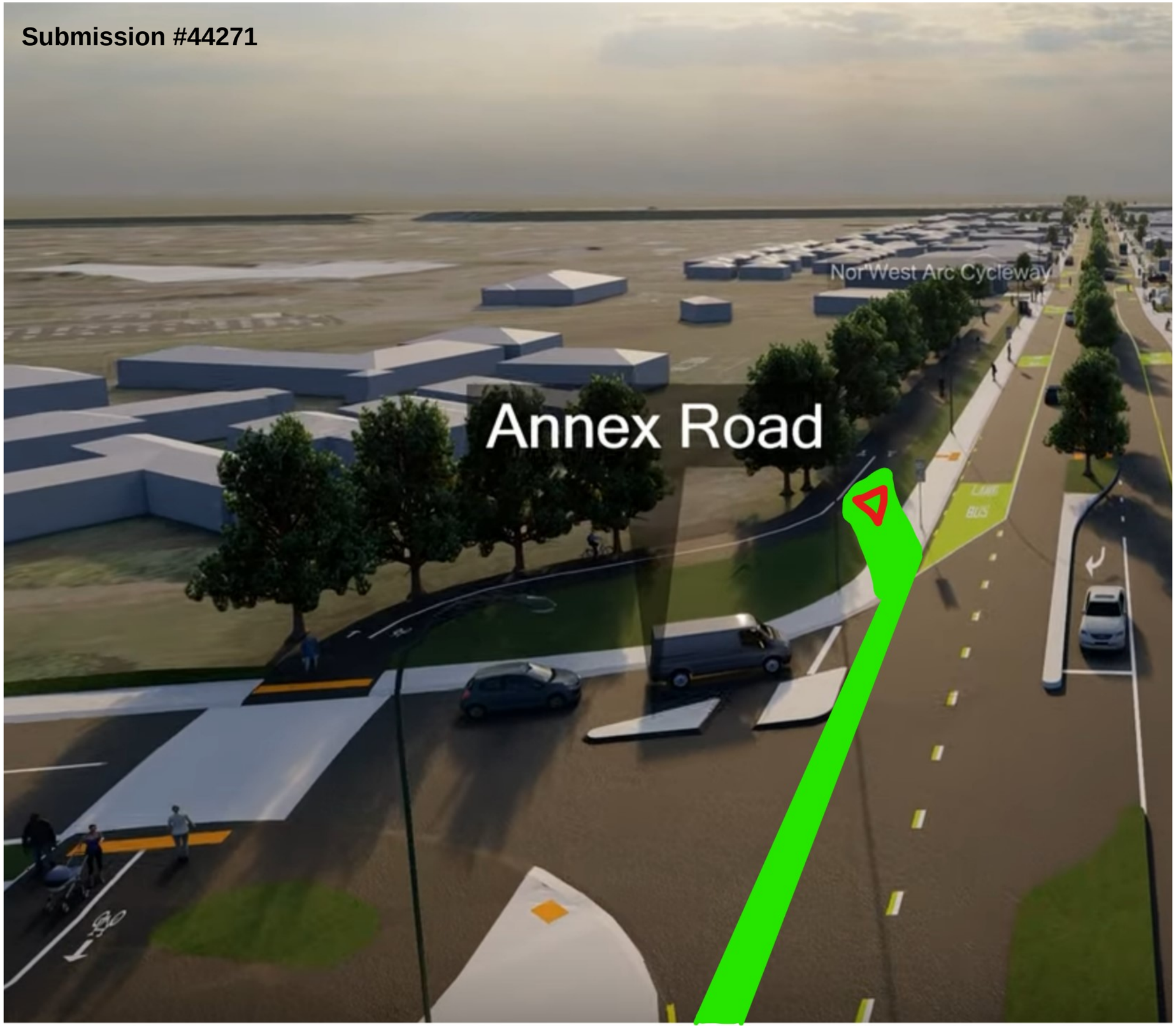
4. Any other feedback on this project

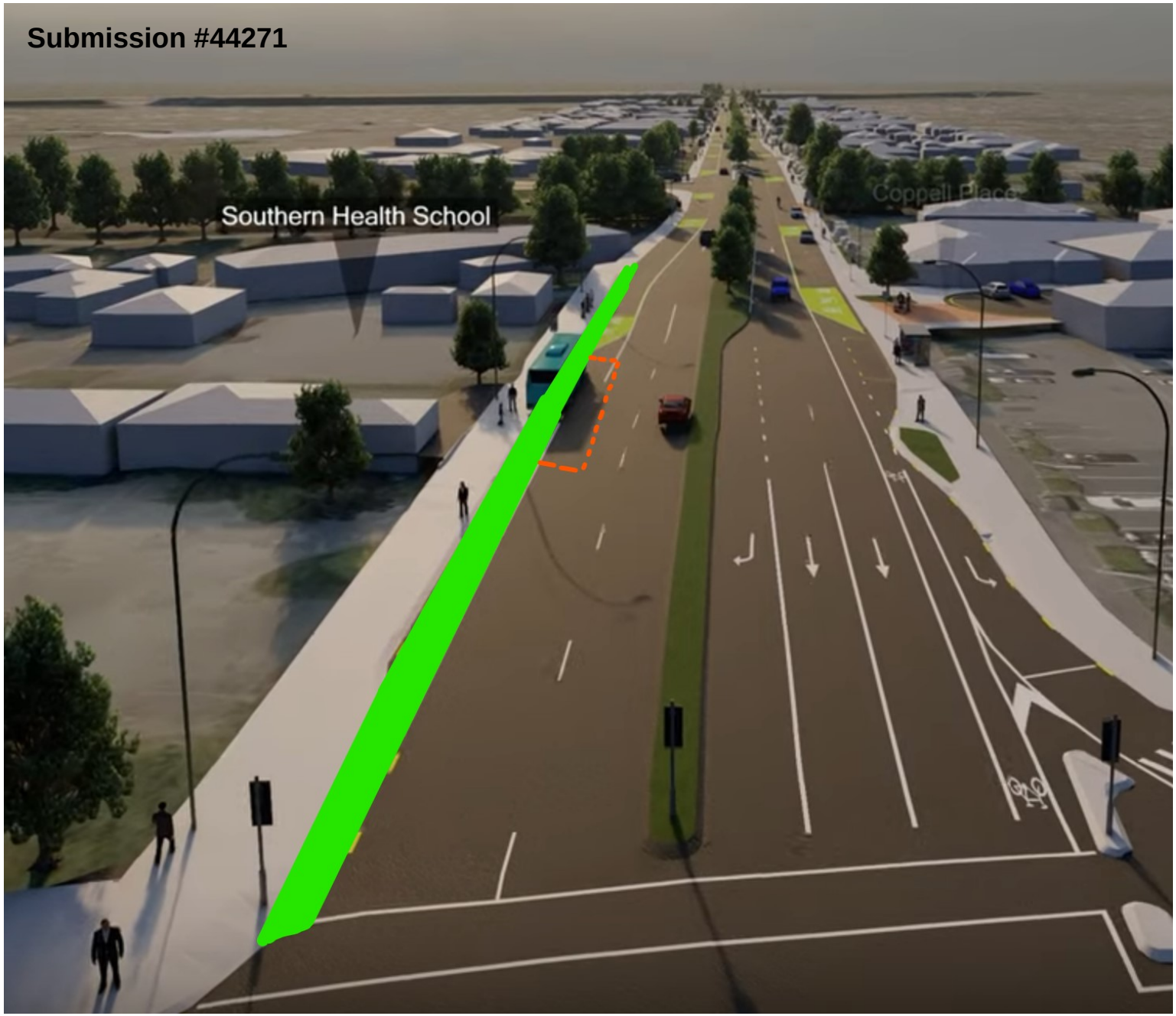
Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Address	Suburb
44271	The three new pedestrian crossings should have lights (or zebra crossings) so that they are safer and pedestrains don't have to run across when there is a gap in the traffic. Side streets should have speed bumps before intersection and the footpaths should have level crossings for pedestrian safety. The hornbeams and upright flowering cherry trees proposed for the centre median are too small, large trees like on Memorial and Bealey Aves would be much nicer. Most on street car parks should be removed and the space should be used for separated cycle lanes.	Jono de Wit		Linwood

Submissions received on Lincoln Road peak hour bus lanes, December 2021

Please note: these submissions are released to elected members of Christchurch City Council to assist them in their decision-making on the Lincoln Road peak hour bus lanes, December 2021. They contain personal information and, under the Privacy Act 1993, this information must not be used for purposes other than that for which it was collected, or made available to members of the public. Once elected members have finished with these submissions, please destroy any printed copies in a secure and appropriate manner, and delete any electronic versions.

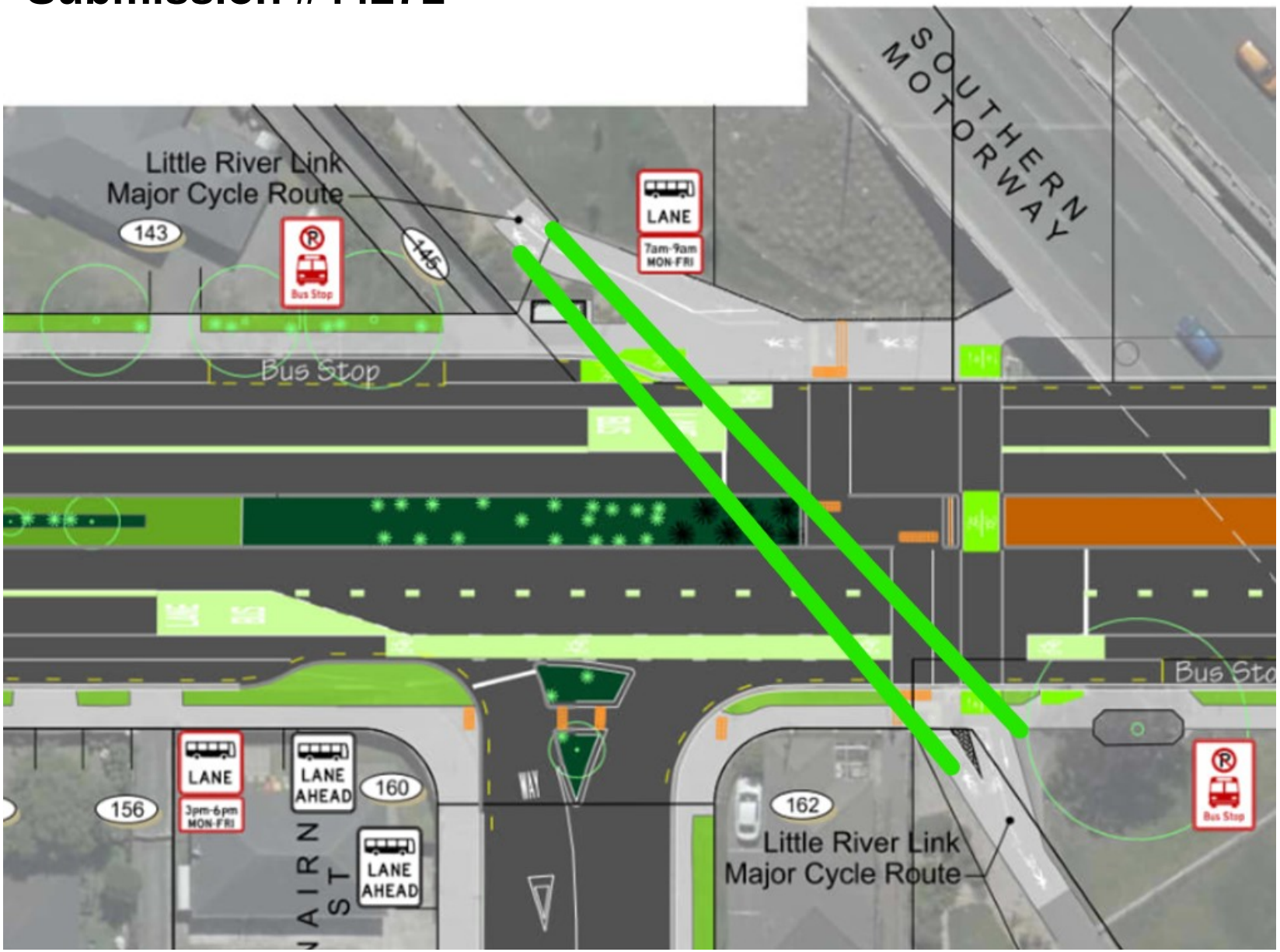
Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Address	Suburb
43515	1. I would like a turning bay put in between 82 and 8t Lincoln road. As with the medium strip going in. I am unable to turn right into or out of my drive once this is complete. A turning bay would mean i wouldn't have to go so far out of my way just to get home. 2. I feel there should be a green turning arrow from Lincoln road turning into Curletts road. I was told at the meeting it would not work with the already green arrows in place there now, even with a 6 second light. Which my response was, the delay is already happening with 3 plus cars going through the red light, holding up the green arrow turning cars. At least this way, it will be safer. 3. Domain tce is very unsafe with parking on both sides of the road. With the new cycle lane put in, it has left very little room for cars to run along side each other, with cars parked both sides, i feel parking should be on the odd number street numbers only. There are small children walking close to the road, there is no room for correction or error for cars if something goes wrong. Especially when kids are very unpredictable.	Becks Aitchison		Hillmorton
42526	With the growth of halswell being larger than that of anywhere else in chch the current infrastructure linking halswell to cbd is failing and needs an overall upgrade not just for outdated public transport. I would rather see this opportunity taken to test rail links to the city and ease congestion on a road that has gotten more and more gridlocked in 3 years.	James McCloy		Halswell

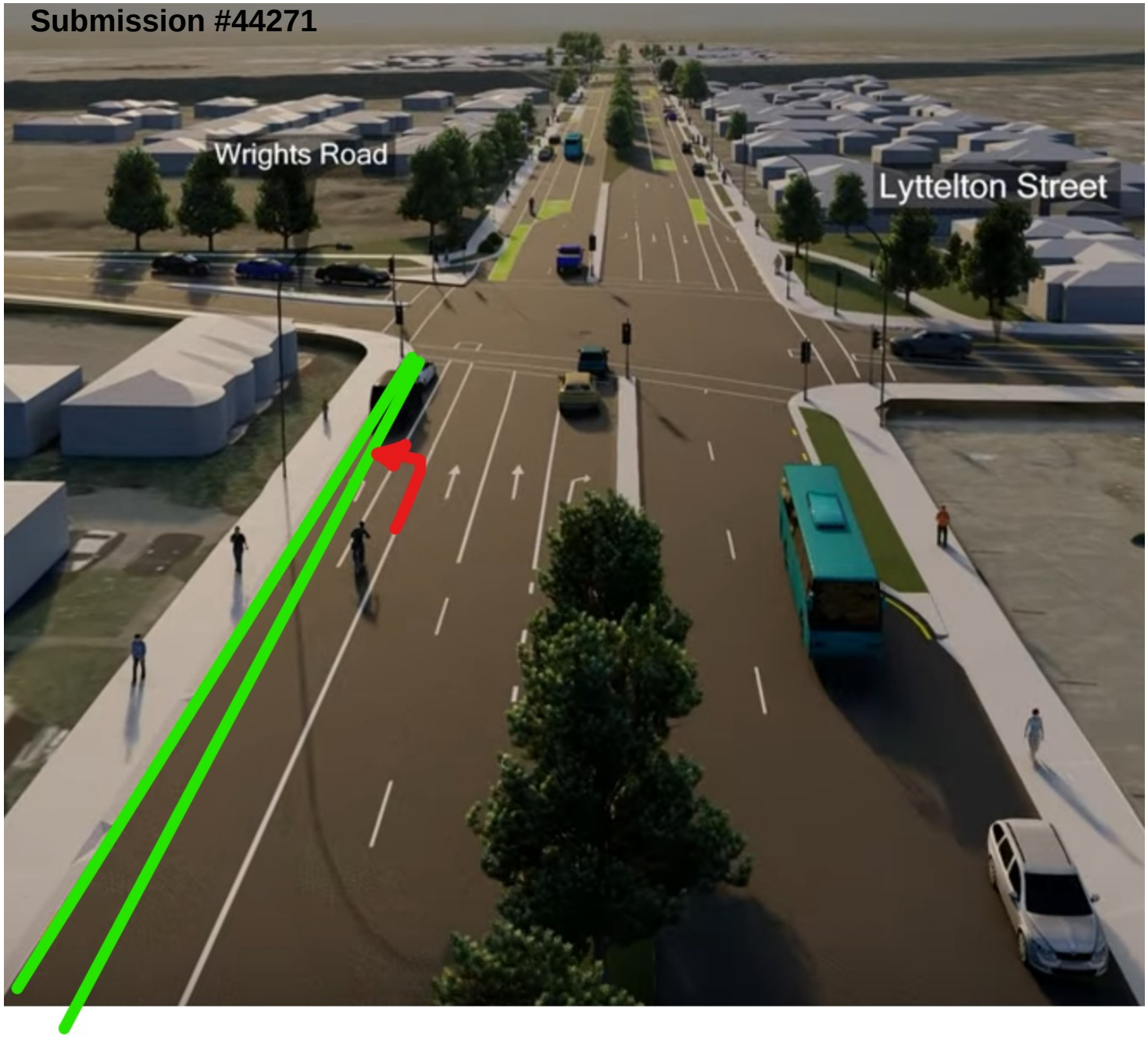

Submission #44271
NorWest Arc Cycleway
Annex Road
BUS


Submission #44271
Southern Health School
Coppell Place

Submission #44271

Submission #44271




Submission #44271
Wrights Road
Lyttelton Street


Submission #44271
Wrights Road
unsafe

Organisations/businesses

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

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Organisation and role
42558	I like the look of the design, and can appreciate the motives behind the changes. As a business owner on Halswell Road (Hillmorton Pharmacy), disruption to our customers and business will be my greatest concern while works are being done- I can recall hearing the problems that business owners on Riccarton Road have faced in recent times.	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
43440	Pointless waste of time and taxpayers' money. Will drive local businesses to the wall.	Mark Seddon	Christchurch
44223	We oppose the proposed widening of Halswell Road. This will impact our business. We want to be heard at the hearing.	Hazel Harris	BKB Consultants Ltd T/A Aspiring Kitchens & More - Director
44262	I don't have a problem with the bus lanes, but during construction please manage traffic so visitos to business can turn from left and right lanes of the road for access to all the affected businesses.	Jan Ng/Jan Wicksteed	City Laundromat Director

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

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Organisation and role
43439	Yes	Andrew Flanagan	Shirley Intermediate School
42558	Yes	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
42444	No	Ritesh Patel	Pramukh Convenience store Business owner
43440	No	Mark Seddon	Christchurch
44223	No	Hazel Harris	BKB Consultants Ltd T/A Aspiring Kitchens & More - Director
44262	Yes	Jan Ng/Jan Wicksteed	City Laundromat Director

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

Submission ID	3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm	Name	Organisation and role
42558	You will have better traffic data than my gut feel. (I would have thought that 4-6 was sufficient, unless data says otherwise)	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
44262	no	Jan Ng	City Laundromat Director
42444	Why 3to 6 as there is only very limited flow of vehicles between 3 to 4pm	Ritesh Patel	Pramukh Convenience store Business owner

4. Any other feedback on this project

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
44198	The proposed extension of the median strip will affect access to our Integrated Medical services complex (including an extremely busy 6000+ patient medical practice. Our low socio economic, elderly and vulnerable patients not to mention taxis and most importantly ambulances will not be able to turn right into either of our entrances when travelling South to North on Lincoln Road. It is unacceptable to expect them to travel all the way to the Lincoln Road/Lyttelton Street intersection and turn right into Lyttelton Street doubling back via Edinburgh or Neville Streets and onto Domain Terrace. Many will lose their bearings and precious time in emergency situations will be lost which could be detrimental to the health and well-being of our patients. The U-turn bay proposed near numbers 70-84 Lincoln Road is considered a bare minimum update to the current plan, however even this is too far down the road to be practical. When we were planning the medical centre a large amount of time and money was spent on traffic analysis and reports as requested from the council as part of the resource consent. This discussion also included financial contributions to traffic lights on the corner of domain and Lincoln road which have never been put in. There are a lot of businesses at our site and these would be hugely disadvantaged by poor access. Two new carparks on the road are not particularly useful to us. We have carparks around the back of the medical centre that would be far more convenient that parking on the road and much better for people with limited mobility. We are not opposed to the bus lanes, rather opposed to the council blocking off the entrances to our site.	Miriam Martin	Village Health Owner

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	As a lot of our patients are from the Hillmorten/Hoon Hay area, this is unacceptable to remove the right turn into the practice and into Domain Terrace. Everyone will be late for appointments due to the extra time added to their trip. Many of our elderly and vulnerable patients will get lost and it will add time onto Taxi trips, many of our patients are too elderly and frail to be able to be dropped across the road to walk across. As each patient attends the practice numerous times per year + we have busy vaccination clinics, this is going to significantly affect our business and create additional traffic movements down otherwise normally quiet streets which are used as detours. It will also add about 5-6 minutes travel time when going south to north. My suggestion is to retain both the right turn into Domain Terrace and into 30 Lincoln Road as access is extremely important to all the businesses at 30 Lincoln Road. These could easily be achieved by creating a turning bay on the median strip at the practice entrance and at the Domain Terrace corner. Right turning out of Domain Terrace could be retained, again by creating a bay on the median strip for cars to stop at before moving into the traffic on Lincoln Road. Thanks for your consideration.		
43439	Need more turning ability onto Lincoln Road. Turning right into Lyttleton Street at peak times can be lengthy at times. Would be good for turning lights. Sylvan Street (where McDonalds is) is near impossible to turn right out of and when McDonalds is busy, it can be hard to drive into the street as blocked if drive through is out onto the road.	Andrew Flanagan	Shirley Intermediate School
42558	We see dangerous (and illegal) right turns out of Coppell Place onto Halswell Road literally every day- I will be pleased to see the end of those. I like the fact that the design allows for on-street parking while the priority bus lane is not in use. I like the restricted left-in and left-out on some of the side streets- that should reduce dangerous right turns. I have a small concern at the tree planting on the median- I hope that does not restrict visibilty. I hope there is allowance for the many movements of emergency vehicles that we see every week- I hope they can move freely. (I was not clear if the road becomes dual carriage way when the priority bus lane is not in use- the emergency vehicles will need a clear path if possible)	Simon Murphy	Hillmorton Pharmacy Pharmacist/Owner
44327	See attachment	Chantal Lauzon	CDHB
44280	"I am one of the owners of City Laundromat, which is located at 7 Halswell Road and wish to register my unhappiness with the proposed road widening of Halswell Road and the loss of any right turns in and out of the property. Many of our customers will be coming from Hoon Hay Road and Halswell Road so the loss of the right turn in will cause a loss of customers for us as it will be a major inconvenience for our customers to navigate their way into the site. Equally the loss of the right turn out of the property will impact our customers coming from the Addington and Spreydon suburbs. This means that all of our customers will be impacted if this proposed road opening goes ahead. In addition, the loss of parking spaces will cause further inconvenience, as our customers depend on easy availability of parking so they can carry their washing into the laundromat, often with small children as well. I was at the site last night 12Dec21 and there were already no parking spaces left at the site, so the loss of further parking is untenable.	Gary Ng	City Laundromat Owner

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Organisation and role
	We completely disagree with the proposed change and wish to be heard in support of this submission. We also wish to see any audits and impact assessments that have been prepared by the CCC. "		
44262	I don't have a problem with the bus lanes, but during construction please manage traffic so visitos to business can turn from left and right lanes of the road for access to all the affected businesses. "I am one of the directors of City Laundromat located at unit 3/7 Halswell Road, we are opening our new business next week. We have recently applied for and gained building consent for a self service laundromat which is opening in the next week or so. I am sure you can understand my shock to find out the council is planning to carry out roadworks right around the same time as my business is due to open. I have not been notified. As a business known to CCC I expect to be notified of any works which could affect my business in a timely manner. Preferably in the first person, not through a landlord. I know you have our contact details on file. I understand the landlord has made a submission and I have now done so as well. – See attached I am very unhappy that CCC are planning to widen the road to put in bus lanes but are not ensuring the least disruptive traffic management plan has been created. I understand a traffic management engineer has been engaged on behalf of our 7 tenancies who has an alternative proposal which will make access to our businesses less disrupted. It is very important to us that our customers have access to our site as we have invested hundreds of thousands of dollars in a new business which will benefit the area, CCC is aware of this new business and must want to support its success surely!!!! Please can I attend in person to support an alternative submission for traffic management.	Jan Ng/ Jan Wicksteed	City Laundromat Director

Individuals

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

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

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	As a cyclist on Lincoln road, congestion is dangerous and would only be made worse by keeping a bus only lane unavailable for use at peak hours. I would strongly encourage you to instead see if you can expand the existing single lane portions to a two lane functionality and focus on bettering the existing single cycle lanes through the application of the green paint. In short - Please just work to improve the existing cycle lanes and do not further reduce car capacity. Do not support an outdated mode of transport (the Bus). Think of the future and support cycling, e-scooting/biking and e-vehicles.		
43943	This is a waste of money and will cause more congestion! There is no support for this from commuters.	Josh Jones	Aidanfield
42792	Good idea	Imogen Hull	Aidanfield
42732	I think it waste of my rate payers money. Most people don't catch the bus as they want to get home quickly as possible so the cook tea and relax also they often get groceries on the way home	Sharon Holmwood	Aidanfield
42563	Lincoln Road is already difficult to drive down towards the city. There should be no right turn from Lincoln Road to Barrington Street or Barrington St to Lincoln Road. A on/ off ramp is needed on Dunbars Road due to traffic volumes down Halswell Road/Lincoln Road. This is going to increase rapidly with new subdivisions Two lanes going into one holds up traffic. Trucks shouldn't be using these roads.	Valerie Campbell	Aidanfield
44270	My primary concerns with the proposal are: 1. There are insufficient bus services available or proposed in the Halswell growth areas that travel down Lincoln Road to support the change. 2. The consultation material does not describe the key change to Lincoln Road which is removal of a traffic lane in each direction. This will impact the road and have flow on effects to make it hard to get around. 3. The intersection designs drop to one lane too quickly after the intersection. They won't work well and make it hard to get around. People will get stuck in the intersections on a red light. I live in a Halswell growth area near Halswell Quarry and there are no bus services that travel down Halswell Road and Lincoln Road to the Halswell Quarry area. I can not find any information that ECAN will provide services into the growth areas around Halswell Quarry, that are being used by Ccc as justification for the bus lanes. I consider the bus priority project should only occur when there are more buses on Lincoln Road, and when they are convenient for all those in Halswell area and in particular the new growth areas near Halswell Quarry. I think the public and decision makers should have a map available showing accessibility of areas to the direct routes that will benefit. I think that will show limited opportunity for Halswell growth areas to make use of the priority lanes based on existing service routes. I am also concerned the consultation material does not describe the extent of changes being made. For example reducing traffic lanes on part of Lincoln road is not mentioned, yet the previous widening 2 to 4 lanes was in the past a key transport corridor improvement. As parallel routes are also congested at times, there will simply be more severe congestion for most travel from the Halswell area. How much longer will it take to get to the city from Halswell by car (because there are no direct bus services near many houses in Halswell). I think the existing two traffic lanes in each direction should be maintained and remove parking for the bus lane like other sections of bus priority in the city, until we have great services that justify removing traffic lanes.	Kate Ody	Halswell

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	I think the distance of two through lanes upstream and downstream of interactions should be lengthened to make the intersections work as well as possible. I have not observed any weekend congestion needing the bus lanes at that time.		
44240	great	Lesley Clouston	Halswell
44167	Yes, I agree with the new bus lanes amalgamated with bus lanes but it will arrow the car lanes.	Graeme Preston	Halswell
44162	No bus only lanes. Widen and double lane both Lincoln Road and Halswell Road for all traffic. I doubt bus only lanes will attract many more people onto buses.	Stephen Reed	Halswell
44150	This is going to be an unmitigated disaster leading to higher emissions with cars stuck in traffic. The bus stops should not block traffic flow, the wide berms on Lincoln road should be used to have bus stops. Prioritizing cyclists on what is essentially a major arterial route is dangerous. You forget car users actually pay rates as well and many like myself need to use vehicles as I am an on road account mananger. Has there been a calculation on loss of productivity due to traffic jams? I doubt it.	Warner Wilson	Halswell
44147	We need two lanes both ways but not exclusively for buses... for all traffic. Ridiculous to block off side streets and make a longer period of time for emergency services to access some properties. Need to create a route that is going to help not holder current demand.	Dianna Hanne	Halswell
44062	I use the buses frequently from Halswell into the city centre and my children from Halswell to Riccarton High school. I work in Linwood and using public transport would be over an hour each way. While I'm a supporter of public transport, the huge developments in the Halswell area are putting pressure on existing roads, many of them are still country roads. The addition of cycle paths have narrowed roads and using the motorway is nonsensical from Halswell. To top it off we are now going to a Saturday timetable due to lack of bus drivers. Sort staffing levels out and traffic flows and sensible roading for new developments before trying to but cycle lanes and bus lanes on busy roads. There is now alternative for many Halswell people, and people coming in from prebbleton, Taitapu and surrounding areas. than to go down Lincoln road which is already congested in rush hour and the buses are already full. By going to a Saturday timetable more people will go back to cars. I'm also very disappointed that the Saturday timetable has come into force in the middle of NCEA exams, many students bus and this adds another stress.	Jacqui Stewart	Halswell
43976	Yes. I dont agree. We have had 4 new traffic lights in the area and everytime I leave or come home from work traffic is worse than when they were put in. Peak hour bus lanes would congest traffic even more for the average person (the average person drives to work, not use the bus. Reason being more than likely the cost of fuel AND parking negates the price of a bus fare too and from work. If it costs me $8 For a full day of parking vs bus fare you best believe most people will drive and pay for parking over sharing a bus where you have a limit on luggage and don't have personal space especially with the covid scare happening (the latter being if it HAPPENED to increase bus usage with the proposed bus lane, which I can guarantee it wont) THIS WILL NOT RESULT IN MORE PEOPLE USING THE BUS ONLY MORE PEOPLE BEING ANNOYED WHEN SOMEONE WHO DOESNT KNOW THE ROAD RULES DRIVES UP THE BUS LANE AND CUTS IN.	Cj Sparrow	Halswell
43953	A commute to work from Halswell to City Centre is taking around 15 to 20 mins in the car. We will definitely take the bus if the frequency of buses within this route is increased and the travel time reduced.	Sundeep Daggubati	Halswell
43729	Yes if they are not "bus only" lanes. Anything that reduces the use of one passenger cars and promotes scooter or motorcycle use... Single passenger cars are not viable nor any form of transport solution.	Lloyd Robison	Halswell
43508	To leave it as is.	Andrew Yip	Halswell
43490	Slapping a bus lane in is just a waste of money. There are roads in the area that are in desperate need of repairs, Wrights Road being one, Nicholls Road another. Why not just maintain the ones we have already instead of mucking around elsewhere. What about the hundreds of houses and flats along the route? They all lose off street parking too? Some flats could have 6 cars associated with them. What an inconvenience. I take the bus occasionally, and I'm sure you're well aware of dwindling numbers. What's the point of inconvenience for thousands of people a day for the sake of maybe a few hundred bus travellers? Why not use this money for promoting the service instead? Get people on the bus first and improve services before ripping up a road. How much time do you think it will save anyway? 10 mins maybe by the time it gets to halswell? Is that going to cost the ratepayers a couple million dollars per	Nathan Burrowes	Halswell

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
	minute saved? Maybe even more?! Here's an idea, why not do free travel Fridays and get people using the bus first, instead of just assuming that a bus lane will help solve your problems.		
43487	I think that's an excellent idea. I live in Halswell and am very aware how heavy the traffic down Halswell/ Lincoln road is at peak times.	Jeanette Rowden	Halswell
43480	It will be good to see this go ahead and encourage more people to use public transport, particularly as we will end up with a mostly zero emissions fleet in the next ten years.	Laurie Renwick	Halswell
43372	Love it. Should be 24hr if we want to be serious about mode shift	Greg Vodok	Halswell
43292	I'm all for it. I bike on it every weekday. Please make it safe for cyclists too by removing on-road parking and putting up clear off road parking signs. I think there are many but people don't know about them.	Lerks Stedman	Halswell
43253	For goodness sake-Lincoln Rd between Whiteleigh & Wrights Rd -it is the fastest flowing section of Lincoln road, and CCC and Up Schitts Creek without a Paddle Agency want to slow it down. Beggers belief. I bike it, drive it and bus it. Leave it alone! If you want to speed up buses, and all traffic, then finish 2 lanes in, 2 lanes out on the Wrights Road to Curletts Road section. Tinkering with the Whiteleigh to Annex Rd section won't speed up any of the buses I have ever been on. Try making some of the buses express to Halswell with no stops on the Lincoln Road section.	Mel Gourlie	Halswell
43180	I support this. When I initially started using bus commute to Interchange for work 4 years ago bus timing was OK but as the Halswell-plus area population has expanded the traffic volume at peak time delayed the bus so 7ch that I started driving around to PMH and catching blue line to cbd instead of orange line route. As a cyclist most of the time it should be much safer having the bus lanes to pedal in.	Jayne Perrin	Halswell
42901	It's a joke. Make it four lanes both ways the whole way down. It is a waste of space having bus lanes	Adam Marshall	Halswell
42844	Quite a lot of cyclists use Lincoln Rd as it is a direct line to CBD, so more direct than any option. Potential for conflict with buses held up by bikes as it appears the lane will be bus & cyclist. How will that be addressed? Can the property setbacks Wrights to Curletts be utilised for replacement parking spaces reducing the parking loss and possibly freeing up carriageway space for cycle lanes separated from the bus.	steve bruerton	Halswell
42784	The two lane section of road is massively congested in peak times. I don't see how reducing it to one lane will reduce congestion. Quite the opposite, actually. Squeezing all those cars into a single lane will make traffic worse. Keeping a lane empty for a bus to drive down every 15 minutes seems to be a waste of road in my view.	Brent Silby	Halswell
42725	Terrible idea, would make the already bumper to bumper traffic on that road even worse. As a main way into the city from the likes of halswell, hoon hay and others this will affect a large amount of the Christchurch population and their journey to work	Alexander Purcell	Halswell
42716	Much needed.	Alexander Amies	Halswell
42711	No	Mark Parry	Halswell
42704	Great idea!!	Sophie Morton	Halswell
42652	If these bus lanes are going ahead then can we please have some access to the motorway for halswell residents an off/on ramp to the Southern motor way at either Aidanfield or Dunbars road would be the logical way to create an alternative route for car travel while freeing up Lincoln road for buses	Emily Kirk	Halswell
42651	It is already tough enough parking on Lincoln Road and removing roadside parking will likely affect businesses operating on Lincoln Road as people might not want to shop there because they can't find any close parking. I would not consider Lincoln Road congested enough, even at peak rush hour traffic am&pm, to have the need for extra lanes. However there's more of an issue turning left ONTO Lincoln Road from Moorhouse ave which begins around 100 Moorhouse Road.	Luaiva Daly	Halswell
42495	很好的决定。就不知道，多久可以完工。(Translation below) Very good decision. But I don't know how long it will take to finish the work (?)	Timothy Zhang	Wigram
42466	Serious consideration needs to be given towards installing turning arrows at the intersections with existing light signals. This is more so needed now there's going to be a lot of people trying to get to hillmorton high school from Halswell because of the proposal to stop right turns a few streets down. Turning arrows will make it safer for cyclists.	Nikesh Ganda	Halswell
44274	I fully support the installation of peak hour bus lanes to help move buses past private motor vehicular traffic, and encourage better use of the public transport network in conjunction with the active public transport network under construction.	Fiona Bennetts	Harewood

Submission ID	1. Do you have any feedback on the peak hour bus lanes?	Name	Suburb
43537	Fully support as long as bus lanes are wide enough for cyclists between Torrens road and domain terrace. Every other section has bike lane markings or adjacent to the nor-west arc.	Stephan Lloyd	Harewood
43601	You have got to be joking me I have viewed the fly thru Lincoln Road is already very narrow. There have been so many roads in the city made so narrow due to cycle lanes being put in that it is very dangerous having a car and a bus side by side (let alone a truck) The concept of bus lanes are fine however I question the feasibility of Lincoln Road due to the limited space for cars / buses / cycles / turning lanes PS Losing mature trees is always a shame. Putting in cabbage trees is another crazy idea as the leaves they shed - who is going to pick them up all year?	Mike Stopforth	Haslwell
42577	I am very angry that the Council are prioritising the wrong things. Get our roads and sewerage and drains fixed before they consider putting in extra bus lanes and bloody bike lanes	Vanya Giddy	Hei Hei
44241	Waste of time and money, virtue signalling for a loss of utility for the majority. It will make things worse not better for most to pander to transport no one wants to use.	Len Damiano	Hillmorton
44220	Yes this will destory busniess carparks that are on the road qnd make it worst for car drivers. This is a waste of time. Leqve that road alone	Emily Stephens	Hillmorton
44201	I support it. Not having rail in Christchurch, we need a viable alternative to cars. It's only going to get busier down Lincoln Road and we need to be proactive about it.	Kelly Perazzolo	Hillmorton
44155	The majority of the length doesn't have dedicated cycle lanes. Having cyclists changing between the bus lane and the car lane when the buses stop at bus stops will be extremely dangerous.	Theresa Cole-Swami	Hillmorton
44137	Good idea so long as they will also be useable by cyclists. I hope that the existing general two lane traffic between Wrights Road and Barrington St will be retained. If this is cut down to one lane only for general traffic and one for buses I would expect congestion to become significantly worse.	Luke BRIDGMAN	Hillmorton
43792	This is a total disaster. You can't force people on buses Plus not many people are going to walk to bus stops when it's freezing and wet in the middle of winter all the council is doing is creating traffic congestion which all it will do is create pollution	Maurice Burke	Hillmorton
43536	I don't mind the bus lanes.	Megan Smith	Hillmorton
43413	Hi, I'm the business owner of NPD Lincoln road, I'm very disappointed with that plan it will significantly impact my business. According to the plan, I will lose approx 40% of my customers because they can not right turn to Lincoln road after us. Unfortunately, I can not support this project	Keyang Bi	Hillmorton
43237	There are not that many buses and they are lightly loaded. This seems like it will have a massive impact on slowing cars down and causing congestion for minimal positive impact. The buses are not being slowed down currently as they are let in by cars.	Todd Cassie	Hillmorton
43022	Four lane the whole stretch, it's an obvious bottleneck that is the problem.	Mike Walls	Hillmorton
42892	The hours of operation for the peak hour bus lanes are too great. 7.30 - 8.30 in the morning and 4 - 6pm in the evening would be sufficient. There is no need for weekend bus only lanes.	Hamish Mulcock	Hillmorton
42824	Seems logical so long as it works like Papanui Rd does. Yes turning options must be available for Linden Grove residents who wish to travel to Halswell or Curletts Rd/motorway and access Lincoln Rd from Annex Rd - again dangerous situations often observed.	Christine Rodda	Hillmorton
42811	The retention of on-street parking is a significant risk to the success of any bus lane that is only in application between certain hours. On-street parking is not a public good. They need to be removed, ideally, or charged for the benefit of utility of the public space. This should be built for a decarbonized future, not a carbonized present. I also wonder whether this design is ambitious enough. This area suffers from significant congestion that is increasing each year. The road is congested outside of these times also. The bus lane should be built to provide the necessary incentive to move to alternative transport modes. The design lacks this ambition. Having "grass" in a median strip is a non-sustainable option from a maintenance perspective. Provide for alternatives instead.	Keri Hodgman	Hillmorton

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

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

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

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

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

Individuals

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

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
44196	Yes	Blake Quartly	Addington
44284	Yes	Adam Lines	

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
43409	Yes	Andrew W	Addington
43400	No	Liam White	Spreydon
42796	Yes	Josiah O'Neill	Addington
42792	Yes	Imogen Hull	Aidanfield
44240	Yes	Lesley Clouston	Halswell
44284	Yes	Adam Lines	
43570	No	Anmol Dutt	Addington
43953	Yes	Sundeep Daggubati	Halswell
43729	Yes	Lloyd Robison	Halswell
43487	Yes	Jeanette Rowden	Halswell
43480	Yes	Laurie Renwick	Halswell
43372	Yes	Greg Vodok	Halswell
43292	Yes	Lerks Stedman	Halswell
43180	Yes	Jayne Perrin	Halswell
42725	Yes	Alexander Purcell	Halswell
42716	Yes	Alexander Amies	Halswell
42711	Yes	Mark Parry	Halswell
42704	Yes	Sophie Morton	Halswell
42466	Yes	Nikesh Ganda	Halswell
44274	Yes	Fiona Bennetts	Harewood
43537	Yes	Stephan Lloyd	Harewood
44201	Yes	Kelly Perazzolo	Hillmorton
44155	Yes	Theresa Cole-Swami	Hillmorton
44137	Yes	Luke BRIDGMAN	Hillmorton
42811	Yes	Keri Hodgman	Hillmorton
42772	Yes	Stephanie Allen	Hillmorton

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
42771	Yes	Peter Galbraith	Hillmorton
43793	Yes	Mark Gregory	Hoon Hay
43276	Yes	Cornelis Tabak	Hoon Hay
42499	Yes	William Southby	Hoon Hay
44001	Yes	Glen Koorey	Huntsbury
44272	Yes	Robin Duff	Spreydon
43898	Yes	Teresa Allpress	Spreydon
43512	Yes	Charlotte Morton	Spreydon
43510	Yes	Emily Reid	Spreydon
43445	Yes	Michael Brathwaite	Spreydon
43070	Yes	Peter Megarry	Spreydon
42924	Yes	Amy Maxwell	Spreydon
42700	Yes	Rachael Horner	Spreydon
43453	Yes	Bridget O'Brien	Beckenham
42764	Yes	Thomas Shelby	Beckenham
43384	Yes	Natalie Brodie	Cashmere
44216	Yes	Selina McLeod	Central Christchurch
42789	Yes	Joseph Corbett-Davies	Christchurch Central
42520	Yes	Ruth McNulty	Christchurch Central
42495	No	Timothy Zhang	Wigram
42485	Yes	Lindsey Conrow	Christchurch Central
42492	Yes	Justin Morgenroth	Clifton
42663	Yes	David Grogan	Lyttelton
42459	Yes	Derek Walsh	Opawa
44254	Yes	Allan Burns	Phillipstown

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
44278	Yes	Mitchell Davies	Redwood
44275	Yes	Allan Taunt	Redwood
42505	Yes	William Miller	Riccarton
42586	Yes	Oliver Neal	Richmond
44158	Yes	Kiel Hurley	Somerfield
42664	Yes	Chris Mance	Somerfield
42481	Yes	Justin Rogers	Somerfield
43014	Yes	Andrew Douglas-Clifford	St Albans
42816	Yes	Hunter Curd	St Albans
44217	Yes	Sally Provan Provan	Sydenham
43531	Yes	Aaron Simon	Sydenham
43125	Yes	Rosalee Jenkin	Sydenham
43527	Yes	Simon Barnes	Westmorland
42806	Yes	Jeff Tuck	Wigram
44208	Yes	Anne Heins	Woolston
42630	Yes	David Moorhouse	
44054	No	Brook Hua	Addington
43497	No	Mike Fenton	Addington
42531	No	Carmen Kenton	Addington
42503	No	Ian Jones	Addington
44249	No	Sam Lovie	Aidanfield
43943	No	Josh Jones	Aidanfield
42732	No	SHARON HOLMWOOD	Aidanfield
42563	No	Valerie Campbell	Aidanfield
44270	No	Kate Ody	Halswell
44167	No	Graeme Preston	Halswell
44162	No	Stephen Reed	Halswell
44150	No	Warner Wilson	Halswell
44147	No	Dianna Hanne	Halswell

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
44062	No	Jacqui Stewart	Halswell
43976	No	Cj Sparrow	Halswell
43508	No	Andrew Yip	Halswell
43490	No	Nathan Burrowes	Halswell
43253	No	Mel Gourlie	Halswell
42901	No	Adam Marshall	Halswell
42844	No	steve bruerton	Halswell
42784	No	Brent Silby	Halswell
42743	No	dave Simpson	Halswell
42652	No	Emily Kirk	Halswell
42651	No	Luaiva Daly	Halswell
43601	No	Mike Stopforth	Haslwell
42577	No	Vanya Giddy	Hei Hei
44241	No	Len Damiano	Hillmorton
44220	No	Emily Stephens	Hillmorton
43792	No	Maurice Burke	Hillmorton
43536	No	Megan Smith	Hillmorton
43413	No	Keyang Bi	Hillmorton
43237	No	Todd Cassie	Hillmorton
43022	No	Mike Walls	Hillmorton
42892	No	Hamish Mulcock	Hillmorton
42824	No	Christine Rodda	Hillmorton
42684	No	Barry Tretheway	Hillmorton
42500	No	Nathan Tikao	Hillmorton
44219	No	Leticia Hart	Hoon Hay
44068	No	Deane Landreth	Hoon Hay
43772	No	craig diggs	Hoon Hay
42655	No	Michelle Stanley	Hoon Hay
42457	No	simon carsen	Hoon Hay

Submission ID	2. Do you support the bus lanes being operational on Saturdays between 10am and 2pm between Whiteleigh Avenue and Curletts Road in both directions?	Name	Suburb
42564	No	Scott Giddy	Hoon Hay
44242	No	Casey Connell	Spreydon
44211	No	Lauren Ellis	Spreydon
44197	No	Linford Jenny	Spreydon
44186	No	Marcus Jamieson	Spreydon
44163	No	Guillaume Clin	Spreydon
43477	No	Norma Kloosterman	Spreydon
43204	No	Simon Welch	Spreydon
43179	No	Russell Fildes	Spreydon
42954	No	Ed Wells	Spreydon
42596	No	Jason George	Spreydon
44192	No	Matt Yates	Avonhead
43150	No	Jaimita de Jongh	Beckenham
44243	No	Rosalie Maxwell	Cashmere
43513	No	Tim Dyer	Kennedy's Bush
44194	No	Amber Twiss	Lincoln
42839	No	Graeme Skilton	Lincoln
44195	No	L J	Linwood
44177	No	dave morgan	Riccarton
43606	No	Craig Buchan	Westmorland
43172	No	Nicholas Hill	Wigram
42687	No	Paul Eckroyd	
42578	No	M Calvert	
42574	No	Sam Whittaker	
43570	Don’t do it. Traffic is really bad during peak hours.	Anmol Dutt	Addington

Individuals

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

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

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

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

Submission ID	3. Do you have any feedback on the out-bound Addington bus lane hours changing to 3pm to 6pm from 4pm to 6pm	Name	Suburb
43179	I think bus use is fairly limited and more encouragement of cycling and e-cycling should be made. I think the money better spent adding extra road lane and cycle lanes in this area.	Russell Fildes	Spreydon
42954	Again, no. Don't do it.	Ed Wells	Spreydon
42596	Opposed	Jason George	Spreydon
42839	Waste of money	Graeme Skilton	Lincoln
43172	Flow of traffic is the issue that is trying to be tackled reducing the lanes will only work if people suddenly decide to catch the bus. But history tends to suggest that people will just moan more about the traffic and get up earlier to sit in traffic longer.	Nicholas Hill	Wigram
42687	Against it	Paul Eckroyd	
42578	60 k speed limit return on Moorehouse ave	M Calvert	

Individuals

4. Any other feedback on this project

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
43570	I live down that road. If you put the bus lane where the traffic should go.? U going to jam up the traffic till moorhouse ave. You guys need to widen the road instead put a bus lane on that.	Anmol Dutt	Addington
44284	"I appreciate the Council's continued commitment to deliver safer transport for all. Thank you for the opportunity to submit on this project. I support the proposed bus lane operating hours on Saturday. I support the proposal, but have some concerns. General comment: 1. Can raised crossing tables please be investigated for every side road. Locations could include Annex Rd, Domain Tce, Torrens Rd, and Nairn St. The new crossing at Cashel/Manchester is a great example of this treatment. Lincoln Rd Plan 1: 1. Can the turning radius please be tightened at Annex Rd. Walking along the northern side of Lincoln Rd, the current turn sweep will encourage fast cornering. 2. Could the shared path please be extended from Annex Rd southwards to Curletts Rd. This will link the Nor'West Arc to Waka Kotahi's planned shared path, and can be accommodated by narrowing the median island for ~150 metres. Lincoln Rd Plan 2: 1. Do the vehicle counts of Sylvian St necessitate two dedicated turn lanes? If so, can a raised table please be installed. Lincoln Rd Plan 3: 1. Could the bus lanes approaching Wrights Rd please be extended to the intersection, rather than ~200m from the signals. Also, can green cycle lane surfacing please be extended to the intersection. 2. Could a zebra crossing and/or raised table please be added to the slip lane from Wrights Rd to Lincoln Rd. 3. Can the cycle lanes please be separated between Wright Rd and Whiteleigh Ave? Looking at Smartview, there's over 600 people every weekday that cycle along Lincoln Rd. If it's out of scope, can the traffic lanes please be narrowed down to 3.2m for greater cycle lane width.	Adam Lines	

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	Lincoln Rd Plan 4: Could the inbound bus stop next to Parade Court please be reconsidered. People on bikes transitioning onto the on-road cycle lane will have nowhere to go if a bus cuts across to stop. Can consideration please be given to a floating bus stop? The cycle lane can then follow the existing kerb line to Parade Court - please refer to attached sketch. This would remove two conflict points: A) bus cutting across cycle lane to stop, and; B) bus pulling out of stop and cutting across cycle lane. I acknowledge this scenario happens at nearly every bus stop in the city, but in this project it can be designed otherwise - especially if this route is running every 7.5mins in future. "		
43409	As above, if my feedback will make any difference please feel free to contact me, as other submissions from me and other people have made no difference	Andrew W	Addington
43400	Fix the roads around Christchurch first that everyone has been crying out for you do to. Stop having your finger up your ass and adding stupid waste of money cycle ways and new pointless bus lanes. They are a waste of money. Time and only cause more issues. There will be a crash down Domain Terrace because of the stupid cycle lane you have put there. I have almost been killed several times going down that street. Do not make this mistake again with this. It does not need to be done. Listen to the people for once stop going with it and doing stupid crap like this	Liam White	Spreydon
42796	I'm concerned about the safety of cyclists when the bus lanes are not operating, will there be room for cyclists to use the bus lanes when cars are parked in them, (without being in the door zone of the cars) Maybe the project could include a shared path contacting the Norwest art to The little river link. And from Annex Road to the shared path on Curletts Road.	Josiah O'Neill	Addington
43180	I'm concerned about the visibility at Sylvan Street intersection. It's already a difficult manouvre turning right onto Lincoln road during busy times. I'm worried that the new bus stop on city-side will obscure visibility along the road. We visit lyndon Grove area regularly and at peak times use hillmorten Street and wright's road route to get onto Lincoln road southbound. I also worry that if sylvan intersection is even harder to use with changes, New bus stop, etc then even more traffic will use the narrow hillmorten route. Q: on Lincoln road (at sylvan Street), outside of bus lane operational times, will this space be for parking or driving?	Jayne Perrin	Halswell
42711	No	Mark Parry	Halswell
42704	Fantastic idea, it will make taking the bus into town much more feasible	Sophie Morton	Halswell
44274	1) Will the bus lanes between Wrights Road and Whiteleigh Ave be general traffic lanes outside of bus lane operating hours? (Not sure where else in Chch this has been done on a four-lane road.) Would T2 lanes be more effective? 2) What width are the cycle lanes shown? Are these just the existing lanes from Wrights Road to Whiteleigh Ave? Can they be widened to 1.6m or more? 3) I'm confused about the Twigger Street treatment (raised median) at Lincoln Road. It looks like there is going to be a U-turn lane (city-bound turning right to become Halswell-bound), rather than a merging lane for those trying to turn right from Twiggers onto Lincoln, which might be more useful? Are there enough U-turn spots? 4) I would suggest bus lane times should start at 2:30pm in the afternoon on weekdays (this should be the same across the entire city), as that is when parents/caregivers start to arrive to collect children who aren't walking/cycling/scootering/skating away from school. 5) Will the pedestrian crossing points be able to be used by those in wheelchairs and other mobility devices? I notice, while driving a NZ Post Paxster (similar to a golf cart) around the footpaths of western Chch, that a lot of footpaths and crossing points are terrible! Too narrow, too overgrown, too bumpy with tree roots and the gutters/channels - in other words not even good for those walking. 6) How can we create an environment that encourages a safer travelling speed, i.e. 50km/h or less? A lot of roads with raised medians are perceived to have a speed limit of 60 km/h.	Fiona Bennetts	Harewood

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

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

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

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

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

Submission ID	4. Any other feedback on this project - Please be as specific as possible to help us understand your views	Name	Suburb
	Please don't plant cabbage trees! They are horrible trees. Overall this looks like a terrible plan, I'm very disappointed that you seem intent on making life harder for motorists. Some of us can't use public transport as it doesn't meet our needs, making traffic congestion worse by plans like these is not helpful.		
42839	Make the road 4 lanes combine the bike lane and footpath as no one walks on it.	Graeme Skilton	Lincoln
43172	This screams more that someone is ticking boxes and using lazy trotted out ideas (that work so poorly and rarely that it is normally considered a failure from day one). It's almost like someone wants to put their name to something and are using climate change to get it done no matter the consequences. It seems the time and effort to try force people into public transport would better spent improving traffic flow instead. I drive up and down brougham street as many others do to almost daily. It is a rare day that I don't have to stop at every set of lights, as if they a phased to be all green at the same time and all red at the same time. It is a road of National significance and also acts as part of the ring road system and fails to expedite the flow of traffic in any positive way. Lincoln road is a major feeder arterial road and choking it to be like a main street in a small town.	Nicholas Hill	Wigram
42687	I am very disappointed by this project. One of the biggest concern of car drivers is how it is going to impact the travel times of cars. Yet the details provided on the website does not indicate the expected impact on car travel times. Can we get a statement on what the impact to travel times by car is expected to be? I would expect the car travel time will take longer due to the single lane where there was previously two lanes and merging into a single lane after Wrights Road. The buses not entering the car lane when they leave bus stops and less right turns onto Lincoln road might speed things up, but such a project should include the impact on car travel times as cars are a major stakeholder. Failure to include the impact to car travel times in the "What the changes mean for…" section of the ccc.govt.nz website, indicate this project is not being completed in an open and fully thought-out manner.	Paul Eckroyd	
44284	"I appreciate the Council's continued commitment to deliver safer transport for all. Thank you for the opportunity to submit on this project. I support the proposed bus lane operating hours on Saturday. I support the proposal, but have some concerns. General comment: 1. Can raised crossing tables please be investigated for every side road. Locations could include Annex Rd, Domain Tce, Torrens Rd, and Nairn St. The new crossing at Cashel/Manchester is a great example of this treatment. Lincoln Rd Plan 1: 1. Can the turning radius please be tightened at Annex Rd. Walking along the northern side of Lincoln Rd, the current turn sweep will encourage fast cornering. 2. Could the shared path please be extended from Annex Rd southwards to Curletts Rd. This will link the Nor'West Arc to Waka Kotahi's planned shared path, and can be accommodated by narrowing the median island for ~150 metres. Lincoln Rd Plan 2: 1. Do the vehicle counts of Sylvian St necessitate two dedicated turn lanes? If so, can a raised table please be installed. Lincoln Rd Plan 3: 1. Could the bus lanes approaching Wrights Rd please be extended to the intersection, rather than ~200m from the signals. Also, can green cycle lane surfacing please be extended to the intersection. 2. Could a zebra crossing and/or raised table please be added to the slip lane from Wrights Rd to Lincoln Rd. 3. Can the cycle lanes please be separated between Wright Rd and Whiteleigh Ave? Looking at Smartview, there's over 600 people every weekday that cycle along Lincoln Rd. If it's out of scope, can the traffic lanes please be narrowed down to 3.2m for greater cycle lane width.	Adam Lines	

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

Submission #44198

Changes to road layout

Our entrances

Proposed U-turn bay

Unacceptable detour/s proposed

No right turn available

Submission #44327

Canterbury District Health Board
Te Poari Hauora ō Waitaha

Submission on Lincoln Road peak hour bus lanes

To: Christchurch City Council

Submitter: Canterbury District Health Board

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

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

SUBMISSION ON LINCOLN ROAD PEAK HOUR BUS LANES

Details of submitter

1. Canterbury District Health Board (CDHB).

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

Details of submission

3. We welcome the opportunity to comment on the Lincoln Road peak hour bus lanes proposal. The future health of our population is not just reliant on health care services, but on a responsive environment where all sectors work collaboratively to make decisions that protect and enhance population health and wellbeing.

4. This submission largely relates to proposed changes to the design of Lincoln Road between Curletts Road and Wrights Road, near Hillmorton Hospital. Lincoln Road is the primary route for accessing Hillmorton Hospital via the Annex Road and Sylvan Street entrances.

5. Hillmorton Hospital is one of one of Christchurch city's three large public hospital campuses. There are currently approximately 1,000 staff employed on this site which operates 24 hours a day across 7 days. Each day there are over 270 community outpatient visits, 28 family-based outpatient sessions, and comprehensive inpatient services for 120 to 140 people including approximately 6 people being admitted. The construction of new facilities to replace those at Princess Margaret Hospital will increase the number of people accessing the Hillmorton campus with approximately 50 more inpatient beds and increased outpatient activity on site. Before the end of 2022 the number of employees on site will increase to 1,300, and each day there will be around 315 outpatient appointments, 95 family interactions and approximately 9 admissions.

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

General Comments

7. The CDHB supports the introduction of peak hour bus lanes on Lincoln Road and generally supports the proposed design of the new road layout along Lincoln Road between Curletts Road and Wrights Road.

8. The CDHB supports the Christchurch City Council's objective of improving passenger transport infrastructure and services between southwest Christchurch and the city centre. Access to transportation is an important determinant of health. Greater Christchurch is by design a largely car-dependent city and initiatives that improve our public transport network and services have the potential to improve the health and quality of life of Christchurch residents in numerous ways.

Specific Comments

9. The CDHB supports the proposed new bus stop locations and proximity of these to pedestrian crossings on Lincoln Road and to the Annex Road and Sylvan Street entrances to Hillmorton Hospital. The stops are still more than 500m from Hillmorton Hospital facilities, which makes the hospital campus relatively difficult to access by public transport. The CDHB would like to continue to work closely with Environment Canterbury and CCC to consider ways to make Hillmorton more accessible by public transport in the future, such as through the introduction of a bus route and bus stops on Sylvan Street.

10. The CDHB was pleased to see that right turns into Annex Rd and right turns into and out of Sylvan St have been retained in the new proposal, with designated right turn lanes for turning vehicles. This will ensure access to Hillmorton Hospital is retained for vehicles travelling in both directions along Lincoln Road. This includes providing for ingress and egress for emergency vehicles.

11. We note that pedestrians using the three proposed new pedestrian crossings with refuge islands on Lincoln will now be required to cross four lanes of traffic. This type of crossing can be challenging and intimidating for people with limited mobility, including older people, those with disabilities and families with young children. The addition of traffic signals at the Sylvan Street intersection would provide a second safe signalised pedestrian crossing, in addition to the signalised crossing recently installed for the NorWest Arc cycle way between Annex Road and Domain Terrace.

12. The CDHB understands that the design team have currently opted not to install traffic signals at the corner of Lincoln Road and Sylvan Street due to the relatively low volumes of traffic that currently enter and exit Sylvan Street at this intersection. With the growth and redevelopment of Hillmorton Hospital campus continuing through 2022, traffic volumes are likely to increase at this intersection for all transport modes before the proposed road construction starts in late 2023. Without traffic signals at the Sylvan Street intersection, there is limited potential for bus routes to come closer to Hillmorton Hospital in the future and fewer safe options for pedestrians and public transport users to cross Lincoln Road.

13. High traffic volumes and increased bus movements along Lincoln Road during peak travel times will make it difficult to safely turn right from Sylvan Street onto Lincoln Road without traffic signals, effectively requiring turning vehicles to cross four lanes of traffic (two vehicle lanes and two bus lanes).

14. For the multiple reasons listed above, the CDHB recommends that the intersection of Lincoln Road and Sylvan Street is signalised with traffic lights to ensure that safe vehicle access and pedestrian crossings to and from Hillmorton Hospital can be maintained regardless of traffic volumes on Lincoln Road.

Conclusion

15. The CDHB does not wish to be heard in support of this submission.

16. Thank you for the opportunity to submit on Lincoln Road peak hour bus lanes proposal

Person making the submission

Dr Anna Stevenson

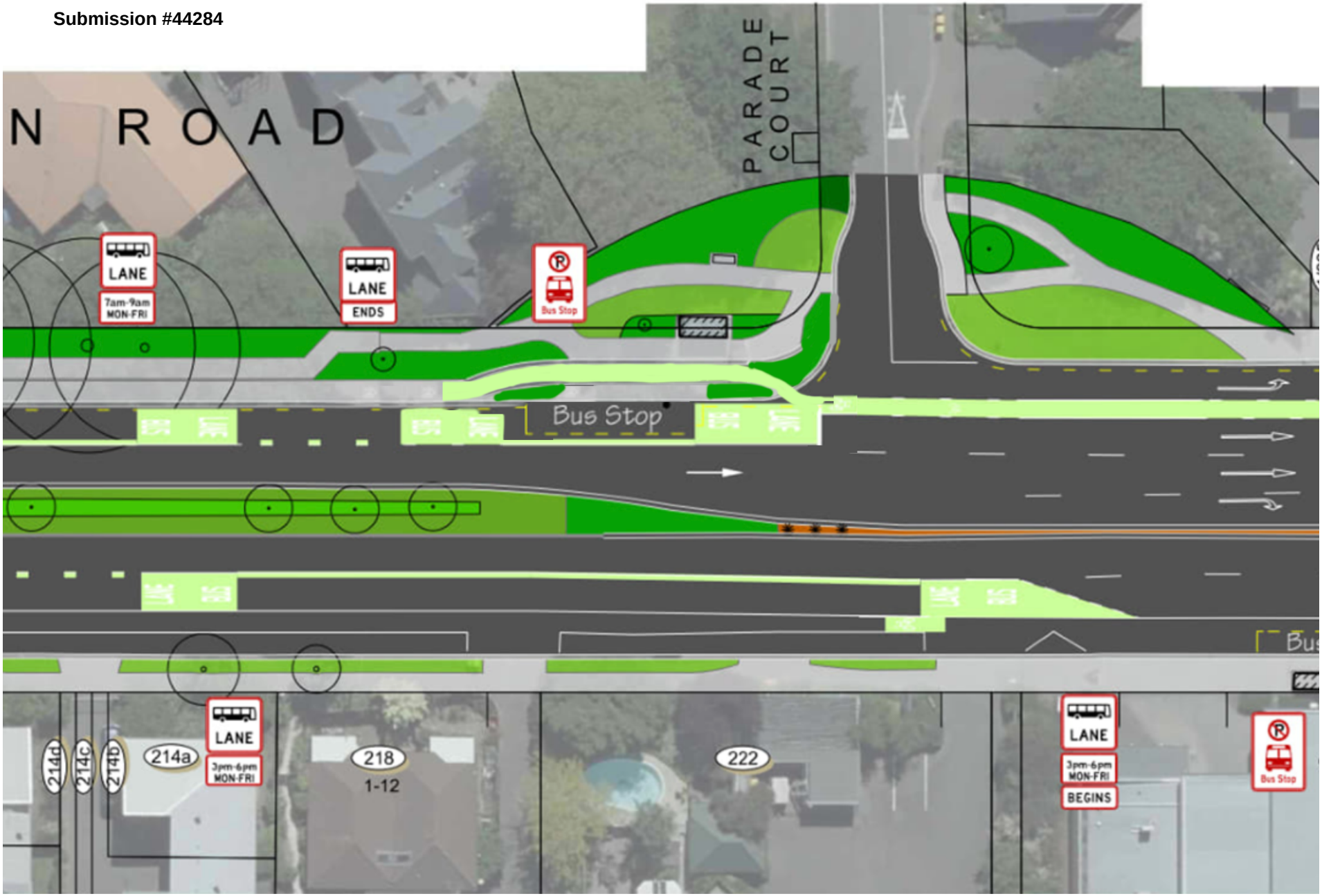
Medical Officer of Health

Date: 17/12/2021

Contact details

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

Submission #44284



Late accepted submission– not included in analysis

Hi Samantha

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

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

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

The majority of encounters involve the following situations.

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

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

My main concerns with the proposed road layout are:

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

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

On the following website, the NZ road code states that "Hazards like parked cars, potholes, glass, litter, strong wind and opening car doors may cause cyclists to veer off-line and move into your path. Because of this, give cyclists plenty of room when passing them. Ideally, allow at least 1.5 metres between you and the cyclist." https://www.nzta.govt.nz/roadcode/general-road-code/about-other-road-users/sharing-the-road/sharing-the-road-with-cyclists/
The current proposed design does not allow busses or vehicles to overtake cyclists allowing for the NZTA recommended minimum 1.5m gap because the cycle and vehicle lanes are simply too narrow and too close together. Furthermore at the approach to intersections where the cycle lane runs between 2 vehicle lanes this minimum distance should be allowed on either side of the cyclist. Taking into account the 0.8m width of modern mountain bike handle bars this would require a 3.8m wide cycle lane approaching an intersection, a lot wider than the current 1.5m wide lanes. The current design puts vehicles too close to cyclists and does not allow vehicles to safely overtake per the recommendations made by the NZTA.

As Lincoln road is heavily trafficked by both motor vehicles and cycles I believe it is essential that a save solution is able to be reached which involves a protected cycle lane for cyclists.
As there are protected cycle lanes feeding into Lincoln road from both Domain Terrace and the Little river link it seems logical to continue those protected paths to meet up with the cycle network in the city via Hagley park.
The current design appears to prioritise motor vehicles over cycles which will create more traffic in the city.

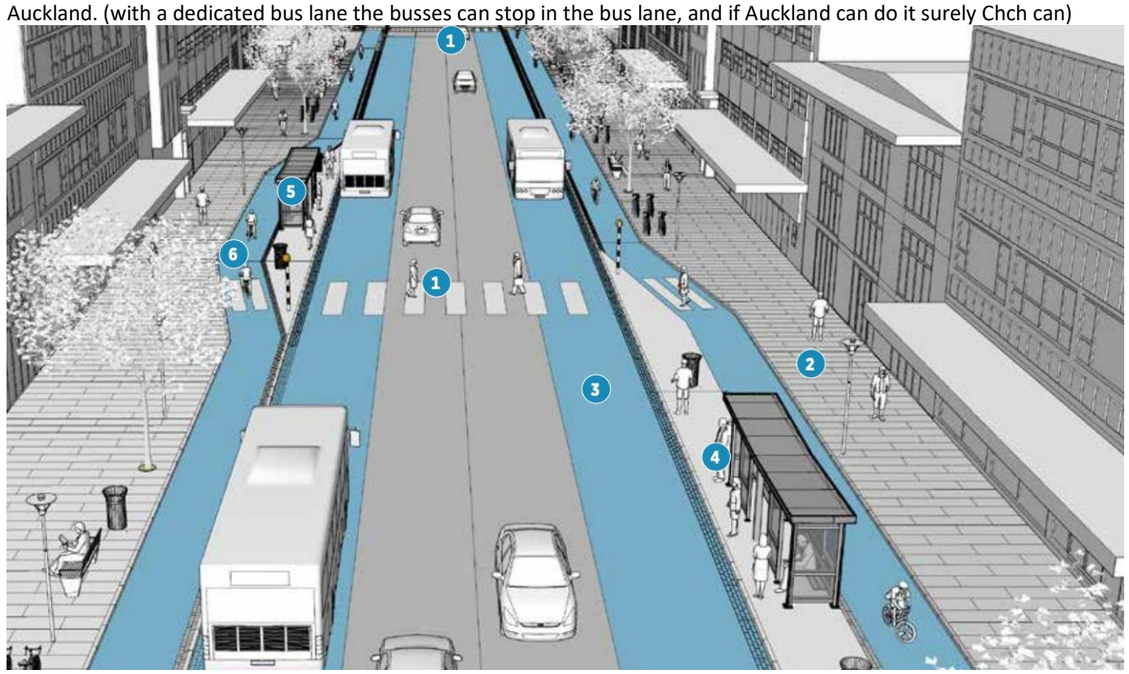
Research from around the world shows that the biggest factor which inhibits people from cycle commuting is the lack or safe cycling infrastructure, which is highlighted in this youtube video on cycle commuting in Finland in winter https://www.youtube.com/watch?v=Uhx-26GfCBU&t=619s

Late accepted submission– not included in analysis

Why Canadians Can't Bike in the Winter (but Finnish people can) - YouTube
When talking about bicycle infrastructure in Canada, the number one excuse I hear is "winter." Many Canadians see the cold and snow as a fundamental barrier ...
www.youtube.com

As a cyclist it also takes considerably more effort to stop and start, or to take a longer route to the destination, than it does for the driver of a vehicle. Priority should be given to maintaining the smooth flow of cycle traffic where possible to make cycle commuting easier, which will mean less vehicles and pollution in the city.
A rough road surface is also a lot more noticeable on a cycle, often requiring cyclists to slow down, so curbs and bumps should be reduced in bike lanes to make using them easier.

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

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

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

Late accepted submission– not included in analysis

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

Late accepted submission– not included in analysis

- 

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

Regards

Hayden Walls

Ph:
Christchurch, New Zealand

6. Hearing of Submissions Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found at the beginning of the Volume of *"Heard Submissions"*.

7. Consideration and Deliberations Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers.
The Hearings Panel will then deliberate on the proposal.

8. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Lincoln Road Peak Hour Bus Lanes Proposal to the Urban Development and Transport Committee.