

ID	Support	Supporting Comments	Not supportive comments	Concerns/Other comments	Suggestions	Kauri Street	Northside Lounge	Division Street	Bus Priority
1	No					Removing the ability to right turn OUT of Division Street is a mistake and very inconvenient for anyone heading towards the city and east Christchurch, not only that but you then are proposing that traffic is unable to right turn INTO Kauri Street - again another obstacle and delay for anyone needing to go into the city or east Christchurch from Division Street. This combination is severely limiting the access to the city and east Christchurch from Division Street.		Hello We operate a business in the STATE Insurance Building at 88 Division Street. We have daily access for staff and customer parking at this location. I think CCC severely under estimate the volume and variety of traffic coming through and using the Riccarton Road and Division Street intersections. You also have a lot of truck deliveries for the food courts, farmers and others that often block up Division Street access even now. Reducing the space available here and introducing another heavy source of pedestrians is asking for trouble. Division Street is very busy with all types of traffic and people and you need to investigate better solutions.	
2	Yes	I think this is a great idea. Riccarton Mall is a very popular destination, and as such generates a large amount of car usage. I support this proposal as I think it will help to decrease the amount of people using cars, which will in turn reduce carbon emissions, and hopefully speed up transit. This proposal should make bus patrons feel more comfortable and safe. Which will hopefully make bus usage a more common choice. I fully support this proposal and any similar developments.							
3	No		I am totally opposed to this scheme reasons : If its high frequency service why have any super stop at all, the passengers don't need one. : Be much more congestion on the foot paths, + shop signs to cope with eg Pauls Camera shop as u still : Have to cross the road half the time to catch the bus on other side of Riccarton road. : Smell and sight of busses : Noise and Litter. : U never mention how many people there will be extra in the streets. : U never mentioned how much this would cost the rate payer. : I suggest yet another failed and expensive cock up when trying to save money						
4	Yes	A far better place with less disruption to traffic also no RH tun off Kauri St and only a LH Turn off Division St, Lounge is a much better location than in front of Westfield							
5	No		I believe the council gave up negotiations way too soon with Westfield. As council, I believe you should be prudent with ratepayers money and opt for the better option of Plan A , being Westfields prior discussed options. Sometimes Patience is a virtue and comes to those that wait. Why is the council wasting						

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			ratepayers money on leasing tentatively? I believe the Division street leased option will bring a fragmented, disorientated lack of appeal to Riccarton, and bring along unsafe roads. If we proceeded with Westfields, the road users would not need to adjust to much at all. I believe the council to be wasting money and not acting prudently with their suggested option of Division Street. Kind regards						
6	Yes	This needs to happen we need much better bus facilities in the Riccarton mall area currently you struggle to fit 2 buses on in the out bound and a lot more than 2 need to use it at once we need bigger, warmer and dryer places for buses and passengers to wait							
7	No		The passenger lounge will be a magnet for people who wish to loiter, deal drugs and sleep, and bus passengers who would benefit from such a passenger lounge will not feel safe. The middle of Riccarton Rd is not the logical geographical hub for people to disperse to surrounding suburbs. It is unfair on the retailers on Riccarton Rd to have the noise and fuel pollution of buses right outside their doors and also unfair that they will lose the parking outside their businesses. The existing bus stops along from MacDonalds next to the Westfield car parking are much better placed than they will be if they are shifted in amongst the shops closer to Division St. People who visit Westfield Mall shop till they drop and you will never convince them to travel by bus with their armloads of purchases. Finally I wish to register my disapproval of the way in which the map was drawn on the CCC Oct 2014 pamphlet. It was very confusing to say the least, with the "Join Line A" marking, but no clear indication of where to cut the map to affix Line A in order to provide a proper representation. The map is quite ridiculous and it looks as if the entrance into the mall car park from Riccarton Rd, feeds into Rimu St. Very poor and very deceptive. Was it a deliberate attempt to confuse residents??			I do not want Kauri St to be "entry only" by left turning traffic from Riccarton Rd. If you do this, you will encourage traffic to turn into Kauri St to avoid the congested Riccarton Super Stop, and Kauri St and Rata St will become a thoroughfare. At the T intersection where Rata St meets Straven Rd, it is nigh on impossible already to make a RH turn into Straven Rd, on account of its proximity to the Kilmarnock St/Straven Rd traffic lights. You will add to this congestion by making Kauri St one way as traffic will divert down Kauri St and Rata St and then try to turn right at the end of Rata St to get back onto Riccarton Rd. Residents in Kauri St, Rimu St and Rata St will also have to take this same route in order to get onto Riccarton Rd, as it will be impossible to turn right from Rimu St onto Riccarton Rd on account of the Super Stop. If you provide angle parking at the Riccarton Rd end of Kauri St this will make for a dangerous area with people parking and moving off from these parks while other cars rip round the corner onto Kauri St from Riccarton Rd. Kauri, Rata and Rimu Sts are already very congested on both days of the weekend on account of the Riccarton Market at Riccarton Bush and parking needs to be sorted for that before we add to our problems. The area between Westfield Mall and Riccarton Bush is a well established charming residential area and this proposal for a Super Stop and passenger lounge will impact hugely. You may well talk about easing traffic congestion, but all you will be doing is shifting the congestion from the commercial area to our residential area.			

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8	No					<p>Not being able to right turn OUT OF or IN TO Division Street creates difficulty with access to and from Division Street, especially with ease of access to East Christchurch. This is seen as very inconvenient as right turn access to Kauri Street will also be restricted restricted.</p>		<p>We do not support this plan. Division Street is a fairly busy area and often has delivery trucks coming in for the Westfield Food Courts and other shops, creating disruption and reducing overall space in this area by changing the curbs and adding angled parking. Pedestrians already jaywalk frequently on this section of Division Street, getting in the path of traffic moving through this area. Introducing another source of pedestrians to this area will increase the chances of an accident. Not being able to right turn OUT OF or IN TO Division Street creates difficulty with access to and from Division Street, especially with ease of access to East Christchurch. This is seen as very inconvenient as right turn access to Kauri Street will also be restricted restricted. In addition to this, removing the signal lights for exiting Division Street (both left and/or right) will encourage both speeding and cars to pop out into the traffic queue from Division Street with heavy queued traffic due to the increased bus activity near this intersection. Under this situation cars will also be required to queue over the pedestrian curb crossing (across Division Street) while waiting for a suitable. This combined with the increased likelihood of bus passengers crossing across Division Street without waiting for crossing signals (it happens now) will increase the chances of an accident occurring.</p>	
9	No		<p>The Waiting room in Riccarton isn't needed. What is needed is improved waiting area's at the current bus stop not enough room for more than two buses at any one time. Lax Security at the current central station is a joke and this will be more of the same at this new proposed lounge in Riccarton. Police and Community Patrols will have to be on hand more to deal with incidents because the staff won't care....</p>						

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10	Yes	It very satisfied with this proposal after previous attempted designed lapse. It look fine to set up waiting lounge on Division Street. No problem with that.							
11	NR			<p>Looking at the concept drawing I see only one entrance and I take it exit.</p> <p>My first question is how without causing delays to bus departures are people going to get from the lounge to the west most proposed but stop in a reasonable amount of time especially if the lounge is crowded?</p> <p>My second question is will their be timely announcements of what bus is going to arrive at what stop?</p> <p>My reason for asking this is that I am vision impaired and do find reading screens which are any distance away very hard if not impassable. That was one of the issues I had with the Colombo street stops in the old bus exchange the southerly wind there didn't make it much fun either.</p> <p>On the Northern side of Riccarton road how are you going to inform passengers of when what is arriving at any of the stops?</p> <p>I do like the layout of the current bus exchange where a limited number of busses leave from lettered stops, not perfect but does aid in actually catching the bus and not missing it.</p> <p>And finally not related to the Riccarton stop issue but when is something going to be done about the atrocious Northlands mall mess?!</p>					
12	Yes	Well I hard out support this event coming up. It for the best and just go for it ..We never know the success of our own people if we actually work it out..So I recommend uce go for it ..It for the community too.... Thanks							
13	Yes	Westfield management support the proposal for the Division Street Super Stop. They flagged that Farmers use Division St for some loading/unloading, so have an interest.							
14	Yes	Great idea. Fully support it. Use bus services 4 days per week.							
15	Yes	Great idea! (I work in Riccarton)							

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16	NR					<p>We have had a very good look at your plan for the bus exchange and the left hand turn into Kauri Street together with the angle parking.</p> <p>As a long time resident of Rata street we have noticed increased traffic over the years by cars avoiding the delays on Riccarton Road. This has been more and more noticeable since the earthquakes. At present the traffic has reduced somewhat because Kahu Road Bridge is closed to traffic. Once this bridge has been repaired the traffic will increase.</p> <p>We feel that you are relieving pressure on Riccarton Road by sending the traffic along a residential street instead! Creating angle parking in Kauri Street is an accident waiting to happen. How are cars going to be able to back out of the angle parking with the increased traffic coming off Riccarton Road? Residents in Kauri, Rata and Rimu Streets would need to try and do a right hand turn into Straven Road in order to get to then do a right hand turn into Riccarton Road. Have you actually stood on the corner of any of these streets and watch people take their chances? It is all very well to look at a map and make alterations without actually visually seeing what happens. We suggest that Kauri Street be blocked off completely at the current narrowing or failing that that humps be installed on Rata, Rimu and Titoki Streets to slow the traffic down. We have a number of senior residents in the area eg Kauri Lodge who like to walk and for them it is increasingly dangerous to cross the road. The compulsory stops on Rata and Rimu Street are frequently ignored especially at peak times. School students go to the mall on the way to school and then speed down Rata Street into Rimu turn into Titoki street and into Kahu Road more often than not ignoring the compulsory stop!</p>			
17	Yes	I think it is a very good idea							
18	Yes	I think this a good Idea							

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19	Yes				As a student from the University of Canterbury I regularly take the bus and transfer at Riccarton Mall. For me I find that safety is an issue with the current bus stops, as the lack of pedestrian crossings is leading to Children, Elders, and the Disabled taking risks when crossing the road. I am strong supporter of this plan, and believe that it will help improve foot traffic for local business, as well as ease traffic congestion, and making public transport friendlier to use. In terms of suggestions, I recommend the inclusion of the following facilities. - Vending Machines = For grabbing a quick snack before transferring onto another bus. - ATM's = For withdrawing cash to top up our Metrocards - Mobile Phone Charging Stations - 20 Second Countdown Timers on the Pedestrian crossings (similar to Auckland's) = To prevent people from running across the road when the traffic lights are about to turn green. I look forward to continuing this discussion, and hope to see progress happening soon.				
20	No		I do not generally support this proposal in its present form. My reasons and comments and suggestions are as follows - 1. The proposed waiting lounge will be expensive to set up and run, and will not achieve its apparent objectives – making bus service more attractive and efficient, and improving traffic flow in Riccarton Road. The reason is essentially that the facility required is not a bus interchange, but rather more comfortable bus stops and some changes in traffic management. 2. The bus lounge will become a place frequented by rowdy and disorderly teenagers and the inebriated at different times of the day, which will be impossible to supervise by security cameras (imagine a “hoodie” being disorderly, making a rude gesture towards the security camera, and taking off – impossible to either catch or identify). If warm and comfortable it will also attract the homeless and vagrants wandering the streets. It is likely to become a hotspot for petty crime like handbag snatching and minor assaults, verbal abuse and perhaps also for drug dealing. 3. Without toilet facilities close by or included the local area will be used as such. There is an unused toilet block in Rotherham Street which should be refurbished and reopened. There was one in Rimu Street, now car parking. Does this land still belong to the City Council? 4. The proposed lounge is rather a long distance from some of the bus stopping points. and without being able to see some distance up Riccarton Road some would-be passengers are			The only restrictions necessary at Kauri Street, Rimu Street and Division street are to prohibit right turns from either the streets concerned or Riccarton Road. The traffic lights at Division Street would become redundant, and those for pedestrians crossing at Rimu Street kept or moved as appropriate.			

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			<p>going to literally miss their bus. An electronic display as used in the previous city bus exchange would be necessary. Even with that facility, it would become necessary for buses to stop for, say, an extra 45 seconds or more to allow passengers to make their way from the lounge to the bus – not conducive to rapid service.</p> <p>5. The actual bus stops will still be exposed to the weather. May I suggest two solutions to this problem: (a) Provide glass “rooms” as done, for example, in Courtenay Place in Wellington; or (b) Provide a kerbside glass wall, as done at Northlands, but more extensive, just leaving gaps for passenger entry and exit doors. Drivers can easily stop in the right places most times, or if not, stop a little further out from the kerb. This applies especially to the north side of Riccarton Road, exposed to the south west.</p> <p>6. A further suggestion is to place seating just inside a glass wall on the kerbside as in 5(b) above, but facing away from the road, or facing towards oncoming traffic on that side, so buses coming can be seen easily. If facing away from the road, persons seated would merely need to turn their heads to the left to see buses coming and prepare themselves for boarding as soon as the bus stops. This would do away with the need to place seating in front of shop windows or obstructing entry to shops. The footpath (covered by shop verandahs) would remain much the same as at present, except for the glass wall and some seating.</p> <p>7. If warmth and comfort are required, I suggest heated seats which heat only when the outside air temperature is below, say, 15 degrees, and only when sat upon. I have not seen any such item on the market, but a quick look on the internet will show they are provided elsewhere. It would not be beyond the ability of local innovative manufacturers to develop and supply durable and safe electrically heated seats by next winter. The energy used would be a fraction of that required to heat a lounge (just as your electric blanket at home is very cheap to run compared with heating your lounge). And they would be a great selling point for both Christchurch and the manufacturer, not to mention the bus service. (The market could extend to pavement cafes and other outdoor facilities).</p> <p>8. The proposed stopping points for</p>						

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			<p>west (outward bound) buses overlap two entries to the Westfield mall car park. A dangerous situation arises when motorists wishing to enter the car park cut in front of buses about to pull out from the kerb. Also, motorists waiting to enter the car park will hold up Riccarton Road through traffic. An obvious solution would be to close the second entry just before Matipo Street (not used much) and make the left lane a bus lane right through to Matipo Street with the traffic lights giving priority for buses (as at Moorehouse Avenue/Colombo Street), thus deleting the bus stopping section before the curved mall car park entry.</p> <p>9. If the stopping point for east (inward bound) buses is located opposite the Westfield mall, from Matipo Street to Kauri Street, a bus lane from before Matipo Street to Kauri Street could be established, with less effect on retail businesses on that side, but pedestrian crossing lights at Kauri Street would be necessary (perhaps relocate the present Division Street lights).</p> <p>10. If my suggestions in 8 and 9 above are adopted, it would be desirable to establish a stop each way at Straven Road/Clarence Street intersection to service that end of the Riccarton service area, preferably with buses exiting via a buses only phase at the lights there.</p> <p>11. The only restrictions necessary at Kauri Street, Rimu Street and Division street are to prohibit right turns from either the streets concerned or Riccarton Road. The traffic lights at Division Street would become redundant, and those for pedestrians crossing at Rimu Street kept or moved as appropriate.</p> <p>12. I write from the viewpoint of a 67 year old partially disabled superannuitant. I have a mobility parking card, but face eventually not being able to drive, and anyway wish to make the best of my gold card ! I would be reluctant to use a lounge for the reasons I have given in points 2 to 6 above.</p> <p>Summary of Suggestions The above sounds rather complicated, but may be simply summarised as follows -</p> <p>A. Establish bus stops and lanes both sides of Riccarton Road from Matipo to Kauri Streets, with traffic lights favouring buses in both directions at both streets, and providing for pedestrians at Kauri Street.</p> <p>B. Provide these stops with a roof and</p>						

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			<p>glass walls on property boundary and kerbside, with gaps in the kerbside wall for access to and from buses, and heated seating.</p> <p>C. Remove traffic lights from Division Street, prohibit right turns to or from Riccarton Road at Division, Rimu and Kauri Streets.</p> <p>D. Abandon the bus lounge concept and establish public toilet facilities in the general area.</p> <p>E. Establish new bus stops close to Clarence Street/Straven Road, with a light phase favouring buses</p> <p>F. I believe that if a plan such as outlined in A to E above was adopted the result would be a lower overall cost, a more cost-effective, user and business-friendly facility, easier for bus passengers to use, and improve traffic flow in Riccarton Road. There are other benefits, such as effectively covered ways from Matipo Street to Kauri Street, leading people into the mall and retail areas, which would be undisadvantaged by this plan. The addition of public toilets would be an advantage to the area generally. Please feel free to discuss any of this with me.</p>						
21	NR					<p>He is concerned that that a left turn only into Kauri Street will lead to more short-cutting through Kauri and down Rata Street to Straven Road. The approach to Straven Road from Rata St is narrow and blocks up with vehicles turning in either direction - turning right from Rata to get back on to Riccarton Road and into town is very difficult.</p> <p>He is also concerned that traffic will be forced to get back on to Riccarton Road right next to the Super Stop via Rimu Street .</p>			
22	Yes			<p>Great idea...but I am concerned this will be where all the youth hang around. at the bus stop, in the middle of the afternoon, I have witness a boy taking a hat from another boy's head - grabbed and ran. Too fast to react. The youth are already 'hanging' around the entrance points. We may need some sort of security to move them along.</p>					

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23	No		Could bus timetables be staggered to reduce congestion? Business will lose customers. What is happening to Blood Donor building? Why does the Super Stop need a cafe, plenty in Westfield. Have to employ full/parttime cleaners, more rubbish bins. Do bus stops have to be directly opposite each other?			Your proposal is not very clear. Will the existing bus stop still be used, if so why are you changing? Will the traffic still flow both ways on Ricc Rd between Kauri & Division & Rimu Streets? Kauri Street: The proposed angle parking will not gain anything but will make it dangerous for cars reversing out of car park into left turning traffic off Ricc Rd. Will you be able to turn left out of Kauri St into Ricc Rd? The diversion will increase traffic on Kauri St more than at present. Dangerous bend at Kauri/Rata St. Parking signs on Kauri St display 60mins but no time shown. Ricc Rd will be more dangerous for emergency vehicles ie. Ambulances, Police, Fire etc.			
24	No		No, I definitely do not support a passenger waiting lounge on Division St, because 1) Huge unnecessary expense. 2) Very close to needed lounge in mid Christchurch. No need for a second one. 3) More problems for overcrowded Riccarton Road. 4) Judging by the disastrous map of Riccarton Road where nearly all of it is wrong, I would have no faith in those doing it. I can see no reason to build a very expensive and unnecessary bus lounge in Division St when there are these sorts of facilities in Central Christchurch not far away. Surely buses are there to provide transport from A to B for passengers, not sitting out places and cafes when the space to be used is in such short supply. The cost of this lounge would be huge and I can see it being used by layabouts or similar, not bus passengers at all. The map showing all these possible changes was extremely confused, not inspiring confidence in the proposed changes. We all know Riccarton Road is unbelievably busy but these possible changes will only make it worse. Please leave everything as it is						
25	No					Preventing Kauri St traffic turning into Riccarton Rd will create a significant impediment to visitors to our business and our staff. Additionally, we witness many near misses for people crossing the road from our upstairs vantage point. We think the buses will further limit pedestrian visibility and reduce safety. we recommend retaining Kauri St access and placing pedestrian lights immed in front of the proposed stop on the Westfield side. That will allow safe passage for pedestrians and give an opportunity for traffic to cross Ricc Rd from Kauri St.			

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26	No		The waiting lounge is a waste of time as it won't get used for eastern travelling public as they will fear they will miss bus while waiting to cross road. The location of bus parks both sides of Riccarton Road will destroy the trading businesses adjacent to the stops behind the bus park by 112 Ricc & eastward now when the bus park is busy. Solution * Keep the bus parks where they are, adjacent to Ricc. mall carparking & adjacent to motels which have their own parking spaces & don't require street parking for business. On the mall side remove & move east toward the 'left in' only sweep of Ricc Rd to Westfield & extend west toward McDonalds entry so 4 bus park spaces will fit. Build long shelter like at Northlands with more closed in glass shelter along that run of shelter wall. Footpaths are more than wide enough to fit this. The planters prior to the existing bus parks on the mall side of Riccarton Rd would need to be shortened & extended toward the carpark 'sweep in' access but this would help deter right turn traffic that often enters the carpark at this point. I have an office on Kauri St currently & regularly witness all of the traffic issues I have mentioned above. Note: In the various projects we do at my business we often work with traffic engineers & regularly discuss traffic issues so I am familiar with traffic flow situations & solutions.			Putting left in only into Kauri from Riccarton with right angle parking by 138a Ricc & 2 Kauri will create massive congestion on Kauri & will back up onto Riccarton Road. The existing corner & parking currently causes back up onto Riccarton Road for "left into Kauri" traffic & right angle parking would be dangerous & guarantee to cause crashes. No exit from Kauri St will only move more vehicles to Rimu St & cause more congestion there, at the bus stops that are proposed on Ricc. Road on both sides of Rimu exit.			
27	Yes	(1) It is long overdue to have this bus lounge provided. We think it is well-positioned. (2) We think the proposal improves pedestrian safety, because there are traffic lights close to the bus stops. (Crossing Rotheram Street after getting off a bus from the city has been difficult due to people turning swiftly off Riccarton Road). (3) As frequent cyclists we appreciate the green boxes for cyclists, but we avoid Riccarton Road ourselves if cycling.							
28	NR				Please ensure there are good wide cycle ways around this Road Bus Super Stop I love the service of catching the bus into town each day, with my bike on the front of the bus from Lincoln and biking home, we all know how dangerous cycling.				
29	No		1) Waste of ratepayers money 2) Too much pollution to shoppers and businesses in the area 3) You could have just had better shelters by the current stops on Riccarton Road by McDonalds.						
30	Yes	Great idea.							

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31	Yes	My company (CBD Ltd) owns the retail addresses (123 and 125 Riccarton Road) being considered for use as bus passenger waiting lounge. Although I have a vested interest in the project proceeding I write to ass my points of view. The Riccarton Road street frontage being considered is contained within Matipo and Division Streets. Apart from Westfield and the intended premises at 123 and 125 Riccarton Road there is only one other retail tenant opening onto Riccarton Road in the block and that tenant (127 Riccarton Road) supports the proposal. When considering possible objections I imagine Westfield should have no concern. The tenant at 127 is in favour of the proposal. The tenant at 123 was an objector to the 119 Riccarton Road proposal however now has no commercial reason to object as I have agreed to its lease ceasing in January 2015. In any case its lease was due to end August 2015. It is useful to note that 125 Riccarton Road has been vacant for the last two months and has had three tenants in the last five years - all terminating because of a lack of foot-traffic. I suggest that the proposed facility will revitalise the area and make it safer as well as giving ideal pedestrian access to Westfield Mall along Division Street and also along Riccarton Road - both entrances being about 100 metres away. Thank you for considering my submission in support of your proposal.							
32	Yes	No comment provided by submitter							
33	Yes					As a resident of Kauri St. we support the super stop. It would be nice to see Rimu St. have controled (weight sensor) lights onto Riccarton Rd. When traffic is moving freely, Riccarton Rd traffic rarely stops to let Rimu St traffic in.	126 Riccarton Rd (Kathmandu) building is "for sale". This could be an option for city bound buses. Potentially room to have buses exit Riccarton Rd onto the site, turn around & reenter Riccarton Rd.		
34	Yes						Can I suggest something In a row shops (that are empty) almost opposite your proposed bus lounge could be a second bus lounge!		
35	Yes	Sounds really good. Much better than having the muddle that we have at present & awful when the weather is bad. Riccarton shops should be thinking of their customers comfort.							

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36	Yes					I support the idea but must admit I am utterly opposed to the "No Exit" from Kauri St onto Riccarton Rd for the residents of Kauri St it will mean driving to Rata St which is going to increase congestion there which seems to defeat the purpose. Currently I turn left onto Riccarton Rd five days a week with little or no problem & it does not seem to add to the problem. Reducing access to our street by stopping a right hand turn from Riccarton Rd will be a hassle and stopping a right hand turn onto Riccarton Rd will also make things harder but I can see the overall benefit, but do not stop the left hand turn onto Riccarton Rd - town planners gone mad!			
37	Yes	It would be great to have a CCC library drop box to return books. Also it is a real shame this project has been delayed by Riccarton Road retailers being dicks. They really hate buses and fail to understand people who catch buses also buy things in shops. The safer location for pedestrian crossings is great as the current site is pedestrian hostile and encourages risk taking.							
38	Yes				(1) Consider R/H turn into Division St. from Riccarton Rd and R/H turn out of Division St into Riccarton Rd would be needed. (2) From plan presume all direction turns into and out of Rimu St? (3) Traffic flow on Riccarton Rd would be improved by closing entry into the mall parking area adjacent to 'McDonalds' directly off Riccarton Rd.				
39	Yes	No comment provided by submitter							
40	Yes				It is important also to make it easy for pedestrians who use the stops to cross from one side of the road to the other otherwise they might jaywalk or avoid the stop altogether. Suggestions: 1. Ensure that the pedestrian lights change quickly. 2. Create a 'whole of intersection' with all crossing lights going at once crossing at Division and Riccarton Roads.				
41	No		No, I am NOT in favour of building any new stops outside 120 Riccarton Road because (1) Tenants live at the back unit and it is noisy & disruptive to their health & safety if this goes ahead. (2) The road is congested now without more stops and wait time and delays. (3) My land in front is not available for lease for a shelter by Council. (4) The road beside my building has to have access from Riccarton Road to the back and cannot be blocked. (5) This consultation is at its initial stage & I am not in favour as the bus stop will not be including a shelter on my land and will strongly opposed if bus stops are created.						
42	Yes								Any chance of adding bus lanes?

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43	NR					We regularly use Kauri St to exit & turn right on to Riccarton Road. I would prefer that capability not be changed. The reason we don't use Rimu St to exit Rata & turn right on to Riccarton Road is because cars queue across that intersection & tend not to let right turning cars exit Rimu St. If its vital that you change kauri to one way (inbound to Kauri only) can we please ask that you create a no-waiting or no-queuing zone on Riccarton Road directly opposite the Rimu St exit so cars can turn right on to Riccarton?			
44	Yes	No comment provided by submitter							
45	Yes	No comment provided by submitter							
46	Yes	To avoid accident and to much traffic along Riccarton Road.							
47	Yes	It is disappointing the site for this facility has been relocated from Westfield, where it would be better to have, but this site will work and it is consistent with the need to ensure people are encouraged to use public transport (if they are not biking), instead of vehicles, on this busy route. I do not think the loss of parking is a major issue for the road, or businesses on it.							
48	No		Riccarton Rd is a major thoroughfare into the city and north via Straven Rd. It is regularly congested in the 400-500m between Matipo and Straven Roads where traffic flow is adversely affected by four sets of traffic lights; two of which are predominantly pedestrian (Division St and adjacent to Rimu/Rotherham). Adding a Bus Super Stop will likely worsen congestion because it will increase pedestrian use of the Division and Rimu/Rotherham lights. Also, the proposal does mention changes, if any, to the two bus stops on the north and south sides of Riccarton Rd, between Rotherham and Straven Rd. If these two stops are to remain, we will have a four stops, including super stop(s) within 200-300m on either side of Riccarton Rd. You might as well close this section of Riccarton Rd to normal traffic and turn it into pedestrian and bus depot, and divert normal through traffic around the mall via Matipo/Maxwell/Clarence. Alternatively, avoid a bus super stop on Riccarton Rd and look for a site specific to the mall; e.g. on Maxwell St, Rotherham St (and close to bus traffic only), or convert the mall's open parking area adjacent the present stops and McDonalds to an off-street super stop. I imagine these options will have been considered, but have land owner agreement issues. The fundamental problem with the Riccarton Rd super stop proposal is the existence and likely increased use of two pedestrian crossings within 100m on Division and Rimu/Rotherham and						

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			<p>the disruption intermittent pedestrian crossing will cause to peak traffic flow - similar to that experienced at the pedestrian crossing midway along Harper Ave. A two story stop on Riccarton Rd with footbridge would alleviate both congestion and pedestrian safety issues; like the two over Rotherham St, which has a fraction of the through traffic of Riccarton Rd.</p>						
49	No		<p>Southern Response Earthquake Services Limited would not support any bus interchange that was located directly in front of any business, their concerns are the effect on the businesses, the buildings, the normal person attempting to walk along the footpath with a 'hoard' of people waiting for buses, particularly the smokers, the adolescents and inebriated people who are not welcome into the lounge is intimidating to customers of the adjacent businesses, the amount of graffiti, vandalism, chewing gum, smoke in the air, idling engines, fumes from buses, vibrations etc etc etc. Not to mention the effect on the rentals able to be obtained for businesses next to an interchange, the effect on the value of the asset the building owner of 116 Riccarton Road - Southern Response Earthquake Services Limited, while recognising the need for an interchange, cannot and will not support the location of the passenger waiting lounge at Division Street, or indeed the corresponding bus exchange on the other side of the road in front of 116 Riccarton Road. Southern Response Earthquake Services Limited also express concerns with having the waiting lounge of one side of the road and access to eastbound buses for those passengers waiting at the Lounge. Where will Eastbound bus passengers wait? How will they cross Riccarton Road which is one of the busiest roads in Christchurch. They would not support any additional waiting lounge be installed on the Northern side of Riccarton Road. The natural placement would be a few meters up the road adjacent to the Mall Car Park, This would have the advantages of: -not interrupting the Riccarton "Village" - providing customer proximity to the Mall (a major commuter destination) and -providing the Mall with further customer "capture" in an area developed to cater for this very process. Southern Response Earthquake Services Limited will be</p>						

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			lodging a submission in opposition to this proposal.						
50	Yes					As a Rata Street resident we often gain access to Riccarton Rd to travel west by leaving via Kauri Street. It is more difficult to turn right out of Rimu Street. If we are unable to leave via Kauri St, it would be great if a right turn out of Rimu Street was made easier with an area made obvious to leave clear of cars when the lights go red to allow pedestrians to cross Riccarton Road. It is often difficult to turn right out of Rata St into Straven Rd so to gain access to Riccarton Rd at this end of Rata Street is often not a preferable option.			
51	Yes	It's a great proposal. Riccarton bus stop just too small for present.							
52	No		I live a block away from the proposed super stop/waiting lounge. Having spoken to many concerned folk in the area I know that our neighbourhood is very much opposed to this scheme. Without exception we feel the bus stop/waiting area should be on the edge of the mall carpark where it is now. Please re-negotiate with Westfield on this. The present plan will be a disaster for small businesses along Riccarton Rd & the waiting lounge a venue for the undesirables that hang out in that area.			Kauri St access: At present fast traffic avoiding Riccarton Rd is an issue for residents. Your plans will encourage this. Please leave access as it is, or close off completely to the north of the service lane.	The Council could also look at purchasing the old house at 144 Riccarton Rd (north side) for a waiting lounge & possible community centre.		
53	Yes	It will be great to have a proper bus-stop in Riccarton, somewhere to get out of the weather! *As a regular user of the 3.21pm No 5 bus from Hornby I am worried that there will no longer be a frequent service down Blenheim Rd. This is very convenient for me and others who catch the bus at various stops along Blenheim Rd. Will Sockburn still have a service?							

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54	No				What might also help reduce congestion is right turning arrows at the Riccarton Road/Clarence Street intersection and double-laning (no stopping) along both sides of Riccarton Road westwards from that intersection.	The Super Stop plan is flawed because: 1. Buses stopping and starting in an area that is already a traffic bottleneck (between Kauri Street and Straven Road) will make traffic congestion even worse. There appears to be no strategy to deal with this in any way, except a token attempt to divert east-bound traffic down Kauri Street. 2. Kauri Street already carries short-cutting traffic through to Straven Road via Rata, Rimu and Titoki Streets. The left-only turn into Kauri will do little to alleviate congestion on Riccarton Road but may create an even more dangerous traffic situation in this residential neighbourhood as more drivers try to beat the traffic through what should be a slow-speed area. 3. The plan will also increase the amount of traffic attempting to turn right from Riccarton Road into Rimu Street at an already congested pedestrian crossing point.	4. Bus passengers wanting to travel east to the city will probably not want to use the lounge in the south side of Riccarton Road. they will instead congregate outside business premises on the north side of Riccarton Road for fear of missing their east-bound bus. 5. Those city-bound passengers that do use the lounge will simply create another hazard crossing Roccarton Road in a rush. It is naive to think they will wait for a green light at their pedestrian crossing if it means risking missing the bus. A second lounge on the north side of Riccarton Road (at 122 or 124 Riccarton Road) might help.		
55	Yes	Proposed plan looks great. Thank you for informing us.							
56	Yes	The current bus stop at Riccarton mall is inadequate & disruptive to traffic. I think the proposed plan is a fantastic ideas -will provide comfortable shelter, especially in bad weather. -will dramatically help the traffic on Riccarton Rd. The only problem could be taking business away from the tenants, but the fact is those shops are consistently bad & the super stop will create new opportunities for business. This would be a god send. -encourage new, diverse business. -Good investment - consider introducing new fare systems eg topup kioks							

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57	Yes						Needs to be another bus lounge on the opposite side of the road too - Passengers in wet weather don't want to be crossing the road to catch a bus on an already heavily congested road. -Should be buses only or a separate bus lane in both directions.		
58	Yes	WIFI							
59	No			<p>5) The proposal does not include toilet facilities â" this is an absolute must particularly as the frequency of some cross town services will be hourly 6) The proposal does not provide for permanent onsite staff â" the stop will be a congregation point or after hours meeting spot and be threatening for the young and elderly 7) The proposal does not mention what happens to the current Westfield and Rimu street stops. Please advise 8) You mention that the proposal replaces earlier investigations into the site outside Westfield Riccarton due to difficulties getting a suitable space. The required space could be acquired under the Public Works Act 1980 and this option should be reconsidered. A super stop will not encourage people to use the bus services and as a result ease traffic congestion as claimed. What will ease congestion is a bus service that is easy to use, regular, reliable and reasonably priced. The proposed changes to bus routes will make the buses more difficult use due to the need to transfer. They will not be as reliable due to missed connections. I would suggest a better alternative to the super stop would be to revisit the bus route changes with services all connecting in the city. Why would services be terminated just 3.5km and 5 minutes from a \$40 million central city exchange? This policy will force users of a currently well functioning bus system into cars. The proposal also seems to</p>		<p>I cannot support the proposed Riccarton super stop for the following reasons: 1) Limiting traffic to a left hand turn only from Riccarton Road into Kauri street will increase traffic travelling along Kauri, Rata and Rimu streets from those business immediately fronting Riccarton Road. Currently cars parked in the service lane associated with these businesses will no longer be able to go left or right onto Riccarton road. This traffic will be forced onto residential streets creating an adverse effect for surrounding residents. Why not allow traffic to exit from Kauri Street in an easterly direction to mitigate this? 2) The proposal only allows for 2 additional car parks on Kauri Street compared to the status quo. Adding these 2 car parks will result in the additional traffic on Kauri, Rata and Rimu street by prohibiting the left hand turn onto Riccarton Road. Why not provide car parks in the location of the existing stops opposite Westfield mall? This assumes the Westfield stop will no longer be used. 3) The Rimu Street and Riccarton Road intersection will have increased traffic as a result of the above change making it even more difficult to get out of this intersection. This could be alleviated by installation of traffic lights and moving the existing pedestrian crossing east of Rimu Street. This would have no impact on the traffic flow along Riccarton Road as it is already interrupted by the pedestrian crossing. 4) Visibility out of Rimu street will be severely reduced with buses obscuring the line of sight in a westerly direction along Riccarton Road. Once again traffic lights would overcome this serious issue.</p>			

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				contradict the Government and Council proposals to attract business and people back to the city by making public transport to the city and hospital difficult. I would welcome the opportunity to make a submission in person.					
60	Yes	I think this is a great idea. It will give people somewhere off the street to wait - in winter in particular I'm sure this will be much appreciated by bus passengers. Given the number of passengers passing through Riccarton Road the stop would be well utilised.							
61	Yes			My main concern is still people crossing the road by the bus stop by McDonalds - I don't support lights there but an island crossing like the one further down Ricc Rd would be great - It would make it a lot safer but would still allow the traffic to flow. Someone is going to get killed there one day as it is.					
62	Yes	No comment provided by submitter							
63	No		A bus stop at the proposed location will further confuse a congested area for pedestrians. Keep it at Riccarton Mall which is where shoppers are or move further north near Clarence Rd for all the school pupils.			Firstly someone has not observed the daily traffic jam around this area. There is no queue & very few cars turning right out of Kauri St heading south. But Rimu St turning south into Riccarton Rd is very bad. Shifting the traffic lights 20m south would fix this! If right turn eliminated from Kauri St then residents have no way to get out & turn S onto Riccarton Rd. If council does this then it would be better to close the street off completely to through traffic.			

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64	No		<p>This is an ill-conceived idea which seems to be a direct result of Council's lack of success with previous proposals. It is unlikely to find favour with commuters, residents, shoppers, shop-owners or users of Riccarton Road. An unmanned waiting room is likely to become a shelter for riff-raff, street kids and those with nowhere else to go. The intimidating environment that characterised the former Lichfield St Bus Exchange will be an inevitable result and will deter usage by the elderly, pensioners and others for whom the facility is presumably intended. The proposed relocation of the bus stops themselves also looks highly questionable. The suggested sites have a number of inherent problems and are less practical than those currently in use. The best, fairest and safest solution would appear to be the previously proposed Super-Stop facility, similar to the one currently in use at Northlands, running along the edge of the Westfield Car Park on the opposite side of the road. This location has a lot more in its favour than one further down in the most traffic-congested part of the shopping precinct. Council should return to this concept, re-open negotiations with Westfield et al, and, if necessary, employ professional help to negotiate a satisfactory agreement. The present proposal represents the worst of all worlds and is an unacceptable compromise that appears to have been produced under pressure. It seems likely to create more problems than it will solve and will do little to enhance the area or the environment.</p>			<p>Restricting right turns from Riccarton Road into Kauri Street seems to also mean turning the entrance into Kauri Street into a one-way only option. This will create a rat-run for traffic seeking to cut across from Riccarton to Straven Road. It's bad already and will only get worse. Furthermore, congestion on Riccarton Road is likely to increase because traffic wishing to exit from Kauri, Rata or Rimu Streets will all be forced to use the Rimu Street exit. This is a problem now, particularly for right turning traffic and is bound to deteriorate under the proposed plan. The result will be long queues, frustrated drivers, more risk, more accidents and decreased traffic flow.</p>			
65	NR	Yes							
66	Yes	<p>Thanks for the chance to have a say. I'm not quite sure as to what the key means on the plan - especially the patterned area. Will those of us who have taken time to write comments be "rewarded with a definite plan that we can eventually get in the mail? Not everyone has access to a computer.</p>							
67	Yes	<p>I am the business owner locating at 127 Riccarton Road, next door to the proposed super stop. My business was set up nearly two years ago, is not doing really well as expected. Because the lack of parking during working hours, people simply park their car and most often going to the mall, 60 parking is killing for business operating for a CONVENIENCE store. My customers all experiencing the frustration of finding a parking, also my suppliers. We urgently need more foot traffic to address the issue. We had</p>							

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		approached to the local community board, and was informed that the parking arrangement is in place for nearly 60 years, and very unlikely to change. I fully support the the proposed plan of superstop. Looking forward of the positive outcome.							
68	No		A complete waste of our very limited City Council finance.						
69	Yes	If not here then where?							
70	Yes	I think this is a great idea if security is provided at night. Anything is going to be better then standing on the footpath on Riccarton Rd in rain & cold or at night waiting for a bus.							
71	Yes	Would it be a good idea to have random pedestrian crossing lights over the Division/Riccarton corner easier access to & from lounge.							
72	Yes	I use Metro Star to get to my place of work at Ilam School so will have to change buses now at Westfield so anything that facilitates easy access to my second bus gets my thumbs up.							
73	Yes	<p>Go Bus Transport fully supports the proposal to establish a Riccarton Bus Super Stop including passenger lounge facilities at Division Street, Riccarton. Go Bus is a major provider of public transport along the Riccarton corridor. We operate approximately 660 trips per day transporting a large number of customers to and from the Riccarton shopping area. We carry a cross section of passengers ranging from school children, elderly, workers and people with disabilities. These passengers deserve great facilities that provide a safe and accessible environment. We believe that the proposed changes to the bus stop facilities are essential for the following reasons:</p> <ol style="list-style-type: none"> 1. Safety - the current layout encourages a dangerous mix of traffic and pedestrians. Our drivers have observed passengers and cars dodging each other while attempting to cross the roads to catch buses. There are also issues with pedestrians walking between buses. The current stop is not adequate to accomodate the number of buses servicing the area. There are frequent examples of either buses not being able to get onto stops causing traffic hold ups behind them. This has resulted in motorists making unsafe manoeuvres to get by the buses. 2. Accessibility - We believe that upgrading bus stop facilities is critical. Passengers with limited mobility need to be close to where the bus is stopping. It is equally important that the bus is able to pull up parallel to the stop to enable the accessibility features of the bus to be fully utilised. Bus operators and the Council's have invested vast amounts of money in supplying accessible buses that have 							

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		<p>wheelchair bays and ramps and can kneel to the kerb. These features are useless if the bus cannot get parallel to the kerb as is the case at the moment with the shorter stops. this benefit is not just for wheelchair passengers; the elderly, the less mobile and parents with prams use daily.</p> <p>3. Security - We would ask that consideration be given to improving security around this facility. We feel that passenger safety and comfort will be enhanced by providing an "up market" facility that is well lit and equipped with security cameras. This will create an environment where passengers will not mind waiting and this in turn will aid patronage growth. The more populated the area is the less likelihood that the undesirable element will congregate. I would like to thank the City Council for the opportunity to express our support for this proposal.</p>							
74	No		<p>If it aint broke, why fix it! Instead of providing this stupid superstop, why can't you do what they did at Northlands! Why can't buses timetables be altered to avoid congestion, like the airport? Passengers do not need a super stop, café etc.</p>			<p>The plans for Kauri Street are ridiculous, especially the angle parking. You have only thought of passengers, not the residents or business's in the area.</p>			
75	Yes	No comment provided by submitter							
76	No		<p>We think you should consider something like is at Pacific Fare on the Gold Coast, Surface Paradise. The bus stops are incorporated into the shopping centre car park which provides multi level car parking and means the bus stops are undercover. Bus exchange on Maxwell Street</p>						

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77	YQ			<p>4. Orion support the premise of the Proposed Riccarton Super Stop in that it will support sustainable transportation outcomes. However they hold concerns about the design and installation of the new kerbing, road surface treatments and traffic management structures, with regard to their 66KV cable.</p> <p>5. The 66KV cable is the primary cable in the electricity distribution network which serves Christchurch City. The 66KV cable is located beneath Riccarton Road and Division Street, and the intersection of Riccarton Road and Division Street. At this location, it connects the Addington and Fendalton Substations. Refer to attached drawing 'Route of 66KV Oil Filled Cable N.Z.E.D Addington to Fendalton A.7493 2/4'.</p> <p>6. The Proposed Riccarton Super Stop consultation documentation, including drawing 'Riccarton Road Super Stops TP339701 Issue 1 06/10/2014' indicate that works will be undertaken on Riccarton Road and Division Street in the vicinity of the Proposed Riccarton Super Stop. This will include new kerbing and new road surface treatment and traffic management structures to facilitate a left-in and left-out scenario at the Riccarton Road/Division Street intersection.</p> <p>7. Orion hold concerns about the design and installation of these measures; the key concern being that the form and location of the measures may restrict access to the 66KV cable. It is essential that critical infrastructure, such as the 66KV cable, is protected, and that access to such infrastructure is not restricted. For this reason, Orion wish to establish ongoing dialogue with Council through the detailed design phase to ensure appropriate access arrangements are provided.</p> <p>Secondary Feedback</p> <p>8. Orion anticipate that similar issues may arise through other developments to the bus network around the City. They therefore request that Council actively engage with Orion</p>					

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				during the concept development phase of such proposals.					
78	Yes	<p>The existing outdoor stops provide cover for a dozen people at best, resulting in foot traffic blocked by the larger number that must stand to wait. The provision of an indoor waiting area will greatly increase comfort for passengers either making transfers or arriving at the stop before their bus. It will also lessen the effect on pedestrians on the path adjacent to the stops. The existing stop locations often lead to incoming buses waiting in the traffic lanes for a space to park and let passengers on/off. This presents a serious barrier to traffic flow, which is solved by providing more bus stop spaces. The additional changes to Kauri and Division Street intersections will also help to increase the amount of traffic moving through signals, which currently create a lot of stopping on Riccarton Road between Matipo and Rotherham Streets. It is expected that the indoor waiting area will have real-time ETA and route information, as with the central station waiting lounges. However the system is quite infamous for sometimes indicating a bus will be later or earlier than it really is or was. The inclusion of a live camera feed from the road between Division and Rotherham Streets, displayed near the ETA screens, will help people to confirm their bus really is pulling up, instead of leaving the lounge to discover they must wait longer, especially in cold or rain.</p>							

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79	No		<p>We strongly object to and will be adversely affected by the proposed positioning of the Super Stop in Riccarton Rd. Our retail frontage is glass and occupies the width of the ground floor at 122 Riccarton Rd. This store has been completely refitted to maximise our shop frontage and street appeal ,which will be negated if the proposed Super Stop goes ahead at this location. As we are at the centre of the proposed location, by the intersection with Division St, we will be subject to noise and exhaust pollution from buses travelling and idling in both directions. We feel that the bus passengers will shelter and lean on our store frontage, no matter how many bus lounges you propose. We will still get the smokers etc as we have a shelter over our entrance. A contributing factor in moving to this location was to get away from the gang/group mentality of the young people loitering on the footpath outside our previous location on Rotherham St. These individuals were supervised by the Mall Security. We do not have the luxury of this supervision now. Our target customers include Grandparents and Families with young children and they are hesitant in approaching areas where groups of people are congregating or loitering. We pride ourselves in having an open door policy in all but extreme weather conditions. This will not be possible with the closeness of continuous bus noise and exhaust fumes. Our glass frontage and stock will be grossly affected by black fumes and residue. It is difficult enough now to be heard on the telephone or talking to customers but with the buses another 4 metres closer and idling on our doorstep this will be unacceptable. Our target customers who are waiting for the lights will not have an unimpeded view of the shop frontage. These are the customers we wish to encourage and they use the car parking between us and the corner of Rimu St, which the bus Super Stop will swallow up. To close we feel that there are no positives for our retail business with the positioning of this proposed Super Stop and in fact it will severely affect the ambiance and wellbeing of the area.</p>						

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80	Yes	Anything which will improve the experience for bus passengers at Riccarton is to be commended.							But the proposed high frequency bus network's effectiveness will be limited unless and until dedicated bus lanes operate on Riccarton Road from 7am to 7pm seven days a week.
81	No		No comment provided by submitter						
82	NR			We think the lounge will become a meeting place for a lot of the young people who will hang out there especially at night. Is someone going to manage it? They could drink alcohol there and really create problems.. Could you have the passenger lounge further along the rd?		We do think Kauri St should only have left hand turns			
83	Yes	This looks like a good solution to the challenges posed in identifying a site, it: addresses safety for pedestrians by being close to existing crossings, this will also reduce traffic disruption by using existing infrastructure addresses business concerns by providing additional parking. I support changes to traffic flows. May be beneficial beyond providing the waiting lounge.		My only concern is that it won't be ready in time for CRC changes to timetable - where there will be increased pressure on existing area & need for a safe way to access Riccarton Road.	Please ensure cycle parking enables bikes to be left for 8-10 hours, and don't cave in to business opposition.				
84	No		I do not own a car and rely totally on the bus service for my transportation requirements BUT I AM TOTALLY OPPOSED TO THE CHANGES PLANNED FOR THE BUS STOPS ON RICcarton ROAD on the following grounds: It is a lot of money to spend on something that is going to be only temporary - 5-10 years, including the costs of maintaining the facilities. This money would be better spent on resealing the roads and pavements in Christchurch. You say that you are going to provide more buses more frequently. The services that you provide via Riccarton Road are the most frequent service in Christchurch now. You want to encourage people to use the buses, by putting on more buses isn't the answer. The buses you have running now are not always full. It's the cost of using the buses to go a short distance that is the issue. You need to bring back the zones, so that is makes it			Preventing traffic from turning both ways into and out of Rimu and Kauri Streets will be detrimental to the people who live in these streets and they definitely would not want any more parking on angles in their streets, as this would make them narrower than they are now,			

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			<p>much cheaper to shorter distances and this would encourage people to use the buses more often, instead of taking their cars.</p> <p>There is no need for more bus shelters on Riccarton Road. People who come to Riccarton come to shop at the Mall or go to the movies. They do thier shopping and arrive at the bus stop where they only have to wait a few minutes for their bus. There is no necessity to have a lounge or toilet facilities - there are sufficient of these facilities at the mall.</p> <p>The lounge facilities will increase the potential for groups of undesirable people to congregate and abuse the facilities thus discouraging the elderly, etc. from wanting to use these facilities.</p> <p>The bus stops where they are now are staggered on each side of the road and aid in the flow of traffic.</p> <p>The planned portion of road for the new stops will only narrow the road down and cause utter chaos to an already congested road.</p> <p>The bus stops will severally affect the viability of the shops on this portion of Riccarton Road. In fact they will probably have to close because of the detrimental affect this will have on their businesses. Is this what you want to happen? I thought that you would want to encourage businesses in the area to help aid in the recovery of Christchurch.</p>						
85	No		<p>"If it ain't broke, don't fix it!" Riccarton Rd flows well at present considering the volume of traffic. MORE careparks are needed, not fewer in the surrounding area, especially on Saturday mornings whe n the area is chaotic because of the farmers Market. It is ridiculous to remove the carparks on Kauri St and Riccarton Rd. It is hard on neighbouring shops if those carparks are removed/replaced by bus stops. We all understand wanting to increase bus usage but this is not the right place for a Superstop. It will add to congestion instead of relieving it. What is being anticipated if security camers + security patrols are required for the proposed superstop? This hardly endears local residents to embrace this proposal. I do not know of anyone who is keen on this proposal. Thank you for the opportunity to have my say on behalf of my siblings and immediate family. I hope residents views are taken into account.</p>			It is ridiculous to remove the carparks on Kauri St and Riccarton Rd			

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86	Yes	Considering the areas of best location and what is available to work with this is as good a place as any. Our local knowledge is relatively limited as we are visitors from Hawkes Bay. We have travelled a lot on bus services North South East + West and we congratulate you on a bus service second to none. Its fantastic. P.S. Don't forget Mothers with children + prams etc.							
87	Yes	I use the buses a lot and I think it is a great idea. I think there should be more than one.							
88	No		I own the building at 122 Riccarton Rd, which is adjacent to the end of Division St and I have a number of concerns with regard to the proposed Bus Super Stop in Riccarton Rd. Including the following objections: Loss of all close parking There are very few parks near my building and removing all of them for a bus stop would be serious disadvantage Additional air pollution Ecan rate Riccarton Rd as having the 2nd or 3rd most air pollution in the country according to the report they recently published. More diesel fumes is going to make this significantly worse. Visual obstruction to my tenants store Retailers rely heavily of shop front displays to promote their businesses and the proposed bus stop would all but wipe out all everything a retailer could do at 122 Riccarton Rd to attract customers. I am already having in depth discussions with tenants about air quality and a bus stop would make things a lot worse. Additional noise The current traffic is already bad enough without having dozens of buses stop and start directly outside my building every few minutes. Additional rubbish The influx of bus passengers in the immediate vicinity would generate a lot more cigarette butts and rubbish right outside my building. Unruly and loitering people I would expect shop lifting to increase significantly with the addition of people loitering around waiting for their next bus and idle hands are usually an ingredient for trouble. It would be far better to locate a Bus Super Stop on the edge of the business district rather than the middle of it, say west of McDonalds, or get the buses to do a dog leg away from Riccarton Rd, which is already far too congested and have the Super Stop on a side road like Matipo St, or Maxwell St, where there is a lot less traffic or commercial businesses, but still in easy						

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			walking distance to the mall and the Riccarton Rd shops.						
89	No		I strongly oppose this plan. Riccarton has enough trouble with crime and young people playing up as it is without giving them another location to hang out and cause mayhem.			Blocking off Kauri Street would only further obstruct the flow of residents traffic. The area is hard enough to get in and out of as it is! The area around Riccarton Bush is special to the city with its beautiful trees and its rich history. This area should be valued and protected for what it is not ruined with commercialism and bad planning!			
90	No							To Whom it may concern, I object to the overall proposal in particular restricting access into and out of Division street to be left turn only. I work from an office located at 88 Division Street and regularly have clients come to meetings at this address. This can be a difficult Street to enter even with the two way entry. To restrict access to left turn only would result in a considerable amount of additional driving time each day to approach by left hand turn. Surrounding Streets would be effected by people trying to do u turns turn them self around to be able to approach from the East. By been restricted to exiting only to the west will result in the same problem. The proposal to restrict Division Street to a left hand turn only would have a very detrimental effect on businesses in the Street. Commercial property values in the area would be detrimentally effected by the decreased access options I see no merit in this proposal.	

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91	No		<p>This is the third attempt by the Council to locate the Lounge, and probably the most ill-conceived. The aim of the Lounge is to ease traffic congestion, and encourage people to use the facilities. I propose in fact that it will do the opposite. Practical aspects of the Bus Lounge: -The current bus stop outside of Riccarton Mall works and it services the 32% of all Christchurch shoppers that visit the Mall. -The bus stop is recessed off the road and allows for traffic flow. The new location outside the lounge is narrower and will constrict traffic flow. If the relocation proves to be a failure the option to return to Riccarton Mall may be lost due to the land use going back to Westfields. -As the lounge will not be staffed (only patrols) this will attract the undesirable element in the community, and be a warm haven for the homeless in the winter. -The lounge will not be a convivial atmosphere for the more elderly bus patron. Financial: Every proposal has a financial element to it; \$500,000 set up costs and \$3,500 per week to operate. Over 3 years 1 million dollars essentially for a bus stop with a roof. This is just for one bus stop and more are proposed. Whether it is tax payers money or rate payers money there has to be fiscal responsibility, clearly there isn't with this proposal. At a time when the council has announced that they are running out of money to repair earthquake damaged roads this funding could be allocated to where it is really needed. "If it ain't broke why fix it" Health and Environment For an organisation that has "Environment" in its title (Environment Canterbury), little or no consideration has been given to health or environmental issues. The location of the bus stop on the North side, 126-114 Riccarton Rd, allows for 4 buses to park simultaneously. Air pollution from four idling buses will affect the shop at 114. The store has an open plan, and diesel fumes diesel will have serious health issues for the staff and bus patrons. The stop is to cater for up to 100 patrons. There is no bus shelter provided and this will lead to bus patrons congregating around the shop front. This will inhibit pedestrians on the footpath and make access to the store difficult. Testimonials from retailers in the CBD state that graffiti tagging and rubbish along with vomit and urine can be an ongoing problem associated with a large bus stops. Further testimony (from Dumplings on</p>						

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			Riccarton) states problems associated with large bus stops can actually lead to the closure of a business. The loss of car parks will also have a serious impact for Chain Reaction Cycles (for cycle repairs) and Paul's Camera Shop as a destination type retail store. We are familiar with air pollution on Riccarton Rd, we clean if our windows everyday. The current location of the bus stops is in relatively open space. The new locations are near verandas and two storied buildings and air pollution will be exacerbated. Due to the narrow footpath we believe noise pollution will also be a major concern for pedestrians and retail staff. Recent monitoring of noise from buses that were accelerating away from the footpath showed they exceeded noise levels. Inhibiting traffic flow in and out of Division St will impact on store deliveries, staff and customer access. The one way turn is not supported by businesses in the area. In conclusion this proposal will do nothing to enhance the shopping experience in Riccarton in fact it will be detrimental. It is an adhoc proposal that only addresses the needs of a self interested bus transport committee and not sympathetic to the residents and shop owners of Riccarton.						
92	No							I am a self employed person working out of premises at 88 Division Street and regularly have clients visiting the office. Your proposed plan will make travelling to and from the office extremely difficult and time consuming for visiting clients and for myself in my day to day business which entails my driving to and from the office regularly. Your access and egress proposal for Division Street is untenable and in my opinion will make the streets more congested, not less!	
93	Yes	I believe this is a very valuable upgrade to the city's transport network. I commute between Sydenham and the University of Canterbury, sometimes by bicycle and sometimes by bus. This means travelling via Riccarton Road, and sometimes transferring at Riccarton Mall. The Riccarton Mall bus stop is overcrowded, uncomfortable, and exposed. There is clearly demand for better services from the many residents who use this facility. Many elderly residents transfer at Riccarton Mall, and it would be good if they were able to wait in a well appointed lounge. Bus users							

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		<p>are often vulnerable members of our community, and it is important that we give the same care and attention to their needs as transport users as to anyone else. Improved bus services will be of benefit to the Riccarton business community, as it will mean more foot traffic. In particular, it will help retailers who are not in the mall. I strongly urge elected members to back this important upgrade, as a key step towards a more liveable city.</p>							
94	No		<p>My reasons for not supporting the Division street option for a bus lounge.</p> <ol style="list-style-type: none"> 1) The proposed premises are only 31% earthquake standard. who would be paying for upgrades - council or landlord? 2) The pavement area is too narrow - in summer people will not want to wait inside the lounge. 3) There would be a reduction in the number of parking places. Not everyone likes/wants to shop in the mall. 4) A huge effort has been made by local businesses to improve the area. The lounge would be detrimental to this as buses would block views of shops, and reduced parking available. 5) It is a very narrow street entrance to Division St which will cause problems for deliveries to businesses and those using the street. 6) Possibility of more traffic accidents with more people in small area. A better place to site the lounge/transit area would be at the back of the Mall in Maxwell street. <ol style="list-style-type: none"> 1) Move some of the carpark entrances to Matipo street. 2) Have westbound buses parking along street (where there is car parking at the moment). Have east bound buses going into service road. Both stop either side of portacabin type lounges and toilets sited where grassed area currently is opposite 7 - 23 Maxwell Street. 3) Westwards Buses turn down Matipo street then left into Maxwell. Continue along Maxwell and turn into Clarence street then back onto Riccarton road. 4) Eastbound buses turn down Clarence st, right into Maxwell st then after stop continue and turn right into Matipo street then back onto Riccarton Rd. 5) Yes, it may take few extra minutes but contains bus/passenger movement to one area. 6) Safe entry to Mall provided through car park,possibly even an upper level entry. 7) Mall will need to help as they help cause congestion by so many cars coming to the area. Actually, Mall should have accepted previous proposal of lounge in car park on Riccarton Road.They would only have lost 10 parking spots at most!!! Thank You 						

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95	No		<p>Thank you for giving us the opportunity to have our say on the proposed Super Stop and passenger waiting lounge at Division Street. We are part owners of 117a Riccarton Road. We were very disappointed to learn that negotiations with Westfield had broken down as that is the option which we would prefer above anything else previously or currently proposed. Can the communication and negotiating process with Westfield be reconvened? An option could be with a neutral negotiator. Hopefully the answer to this is yes!! If you could negotiate the land swap with Westfield the lounge could be set for life and no temporary expenditure, no patching up of an old building just to please Ecan. By doing the land swap with Westfield the Council would then only have the building costs and setting up of the lounge but no rent so a large saving and a lovely new purpose built building. After going to the drop in session at the Community Centre we feel that the Council is wasting our rates on a half-baked scheme. We have car parking at the rear of our premises (as have all the properties in this area) therefore, under this proposal it will be very hard to access the private car parks for clients and customers. Division Street is our only access. Coming from Upper Riccarton you will be unable to enter the street, also exiting we would be unable to go east and would have to go around the block and it will be a nightmare. It works fine at present so why change??? We are very much against the Division Street Traffic flow plan. The disabled persons representative said this proposal did not fit with their requirements for a lot of reasons, we were interested in this as one of our granddaughters has spina bifida so our interest in the well-being of disabled people has been greatly heightened and their needs need to be taken into account in your planning. He seemed to be very happy where the bus stops are presently located on both North and South sides of Riccarton Road. We talked to Rob Churchill (Project Manager) after the discussion to ask if the proposal was to go ahead was money set aside in the budget for security, (as we think if it went ahead the lounge would need full time security) "his answer, "haven't decided on security" . Our next question was would there be toilets (which we think is a necessary) "his answer "haven't decided</p>					<p>We have car parking at the rear of our premises (as have all the properties in this area) therefore, under this proposal it will be very hard to access the private car parks for clients and customers. Division Street is our only access. Coming from Upper Riccarton you will be unable to enter the street, also exiting we would be unable to go east and would have to go around the block and it will be a nightmare. It works fine at present so why change??? We are very much against the Division Street Traffic flow plan.</p>	

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			<p>on toilets? •, we asked how can we comment on something that we don't know the full story, to which he replied "this is just a proposal", he then said to us did we realise how much pressure the council is under from Ecan. Well pressure or not please get this project right. Do not give in to pressure. At the drop in session we asked where would the cyclists leave their bikes? (The bus companies are promoting patrons to take their bikes on the buses and all buses are getting bike holders) and the bus representative looked to the council officers and everyone shrugged their shoulders and then a woman from the council said perhaps lock up stands on the footpath could be an option. She said the footpath is to be widened which is going to make the busiest road in Christchurch even narrower. You are making a great asset for the city with the new Central Bus Exchange please carry on the example at Riccarton and make a nice new Community Centre / Bus Lounge at Westfield. Another option discussed was for the buses to go around on Maxwell Street and let the patrons off in the car park area of Westfield under cover, this could be considered. Our overall thoughts are that our number one preference, by far, is Westfield by McDonald's.</p>						
96	No		<p>This is a waste of money for an 'Interim' measure. We must spend the public purse with wisdom and not waste. SOLUTION:- Increase current sheltering by McDonalds on Riccarton Road. = Cheaper and more practical and versatile, and no wasted 'lease' money.</p>						
97	No							<p>No To Whom it may concern, I object to the proposal in particular regards restricting access into and out of Division street to be left turn only. I work from an office located at 88 Division Street and have clients meeting me at my office on a regular basis. To restrict access to left turn only from Riccarton Rd would result in a considerable inconvenience. It could cause traffic hazards by people trying to turn anyway holding up traffic flow which the proposal is trying to avoid. Drivers trying to get themselves in a position to approach the intersection from the east would cause further traffic</p>	

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								<p>hazards as they drove down a side street to turn and approach from another direction. Restricting exiting from Division St only to the west will have the same effect. The whole concept would have the result of affecting businesses in the Street. If you could exit Division St safely from another exit I could see some merit in the proposal but the only other exit is through an alley to Rotherham St which is often blocked by service vehicles. Even if you did exit that way it is to a very busy footpath with limited sighting of pedestrians and would be dangerous in itself. I strongly oppose this proposal. I see no merit in this proposal.</p>	
98	No		<p>I do not support the lounge. It is far too expensive. It could be revisited once the new timetable is up and running and the use of the new bus shelters reviewed. I do support the covered bus stops however I do not agree with the proposed locations. The present locations especially the one next to the mall carpark should be retained. It is important that the bus shelters are cleaned regularly and rubbish bins provided for patrons.</p>			<p>I do not support the changes to Kauri St traffic management. The angle parking is dangerous and having a left turn only from Riccarton Rd will funnel traffic onto residential streets.</p>			
99	No		<p>Key reasons for opposing this plan: 1) Lack of consultation/communication by CCC on this latest proposal. What is the difference between this proposed site and the original proposed planned site at 119 Riccarton Road which was successfully objected to by building owners/local businesses/the community likely to be impacted by a bus exchange in this area? 2) impact on traffic flow/access/egress into Division Street for several hundred people working in the State Insurance Building and other buildings in this area. This area is currently a heavy traffic congestion and heavy vehicle delivery use area as a main access point to Westfield Mall. By putting a bus exchange into this site will further impact on this issue. 3) Safety and security issues during the day and at night. The negative community/social impact of public bus exchange areas is well documented by objectors. 3) There are already significant vandalism issues around this area with graffiti, rubbish, car break-ins which police already struggle to resource to manage. 4) What's wrong with the</p>					<p>impact on traffic flow/access/egress into Division Street for several hundred people working in the State Insurance Building and other buildings in this area. This area is currently a heavy traffic congestion and heavy vehicle delivery use area as a main access point to Westfield Mall. By putting a bus exchange into this site will further impact on this issue</p>	

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			existing bus stop services on Riccarton Rd in this area and why is the Crown/Council proposing to spend \$550,000 of taxpayer/ratepayer funding in building this Super Stop and paying additional funds to retain the services of contracting independent security/surveillance company to monitor? 5) This is not the central city and why is there a need for a Super Stop after 6pm at night? Doesn't the existing bus services cater for demand in this area after 6pm? 6) Removing car parks on Riccarton Rd will impact on access to local businesses. Riccarton Rd already has a lack of car parks and major traffic congestion issues. Establishing a Super Stop bus facility will do nothing to alleviate this problem and cause more issues for rate paying businesses who already contribute a significant amount to economic/environmental sustainability in the Riccarton commercial area.						
100	No			This is not about Riccarton but the total confusion of the so called No 3 Run buses going Airport, Avonhead and Sumner, could something be done to alleviate this total confusion of people who obviously have not driven buses or taken time to remedy this debarcle. Years ago buses in this city ran smoothly without so called idiots who [knew] nothing about timetables and even running times which have not been changed since the earthquakes. The right turn in to Ilam Road is a shambles. Please fix if possible.					
101	Yes	I think it's a good idea for the passenger waiting lounge. Because that you can sit inside on a cold and wet day for waiting for the bus that you need to get than waiting out in the cold weather.							
102	No		Demolish Rotherams Restaurant and the Rest Rooms they are both eyesores and past their use by dates. Bring the buses from both east and west into Rotheram St and then into the parking area and exit onto Clarence St which gives them a clearer run east and west. A building could either be built before Robbies and Westfield, or do a deal with NZ post and incorporate NZ post in the exchange building which would act as a dual purpose by watching for any undesirable behaviour that goes on in these types of facilities. Another area a building could be is where Rotherams Restuarant is now. Having buses queuing up on one of the busiest roads in the city is a no brainer						

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			<p>and will kill a lot of businesses on Riccarton Road. Shift pedestrian crossing from outside ASB to east of Rotheram Street with traffic lights that can be triggered by pedestrians or buses in coloured bus lane that would only stop traffic travelling west to allow buses to turn into Rotheram Street. Rotheram Street could be made either a one way up to the roundabout or the entrance before buses and taxis only. The exit onto Clarence Street needs a coloured bus lane for Riccarton Road right turning buses with a luminated sign on Clarence Street that warns traffic to give buses right of way and no stopping on bus lane or a bus triggered stop sign to stop traffic travelling north to allow the buses into the right turning lane for Riccarton Road. Do away with bus stops on Riccarton Road outside Post Shop and ASB and replace with time limited parking. Demolishing the rest rooms and Rotherams Restaurant gives better access for buses and vehicles to existing car parks or an area for a bus lounge. All buses enter via Rotheram Street and exit via Clarence Street. Also worth noting is that when buses pull out from the side of the road they slow down traffic movement as they merge but with this configuration they will be in the traffic flow when entering Riccarton Road. See TRIM 14/1294265</p>						
103	No		<p>Our Association lodges its strong objection to the proposed super bus stop in Riccarton Road. We have no doubt that you will receive many expressions of concern from local residents who are very worried about the effect that an unsupervised bus lounge will have on our community. Naturally we are pleased that you have invited submissions. Our concern is that you are doing this for no reason other than the fact that you think that democracy has been practised. But we suspect that you have absolutely no intention of taking any notice of local opinion on this issue. In other words, it is a fait accompli. Nevertheless we place on record our views on the proposal.</p> <p>1. Is the bus lounge necessary? We reiterate our statement that an unsupervised lounge for transients and layabouts will cause nothing but problems for our community. If the bus service is to be so efficient, why should passengers have to sit around waiting for buses? The proposal to</p>			<p>3. Should Kauri Street have restricted access? The proposal to have left-hand access to Kauri Street from Riccarton Road will make no difference to the traffic already using that escape route from Riccarton Road to race down Kauri and Rata Streets to reach Straven Road. It will cause further problems:- a) The proposal to have angle parking on the east side of Kauri Street between Riccarton Road and the service lane behind the shops is small compensation for the loss of car parks on Riccarton Road. But it obstructs the east side of Kauri Street for vehicles to access Riccarton Road. In our view angle-car parks have the potential danger for motorists reversing out of those spaces into the path of traffic turning from Riccarton Road into Kauri Street. b) Shop owners (and their customers) who use the service lane behind the shops will be able to enter from Riccarton Road into Kauri Street, but cannot exit the same way.? Their only option will be via Kauri and Rata Streets. c) the majority view of residents in the area</p>			

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			<p>widen the footpath will simply narrow the road way and Riccarton Road needs to be wider.</p> <p>2. If a super bus stop is needed, where should it be located? The obvious place is the existing site on the Westfield area between Kauri and Matipo Streets. We understand that negotiations between the Council and Westfield management failed; we suggest that you get some professional assistance in this matter. To place the stop in the built-up area in the vicinity of Division Street will compound problems.</p> <p>In conclusion, we respectfully suggest that the cost of this exercise is unjustified given the huge amount of infrastructure repairs needed in the city. It is a low priority item. Please place our views before the Council..</p>			<p>is that the status quo should be maintained. Despite the heavy traffic in Riccarton Road, the traffic lights at Division and Matipo Streets do stop the traffic and in our experience courteous drivers on Riccarton Road allow traffic exiting Kauri Street to join the flow on Riccarton Road.</p>			
104	Yes	<p>Thank you for the opportunity to comment on the proposed Riccarton Super Stop and passenger waiting lounge at Division Street. Our staff are working collaboratively with Christchurch City Council on the detailed designs for this proposal and we appreciate this input. Overall, we support the proposal for bus stop and passenger improvements on Riccarton Road at the proposed location. These improvements are urgently needed to support the new connected bus network which will be implemented in December 2014. Fewer bus services will run all the way to the central city so more passengers will need to transfer onto the high frequency services at Riccarton to reach the central city. Riccarton has always been an important destination for many passengers, with around 3000 passengers boarding there every day, but this will make it even more important as it will also be a busy transfer point.</p> <p>The following points outline some of the key benefits that we believe will result from this proposal:</p> <ul style="list-style-type: none"> • Pedestrian safety will be greatly enhanced as passengers will be able to cross at the signalised crossings at the Division Street intersection. This is a great improvement on the current situation which is dangerous and lacks a safe pedestrian crossing facility. • The improved bus stops will provide enough space for four buses which is an improvement on the current shorter stops. This will enhance safety for all road users as buses will be able to pull in completely 							

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		<p>without blocking the traffic lane, which is currently a problem .</p> <ul style="list-style-type: none"> • We support the passenger lounge on the southern side of the road as this will provide a safe, attractive and convenient location for passengers to wait. This will help encourage more people to use public transport and contribute to patronage growth in the future to support the city as it rebuilds. • The corner site is well located in the centre of the Riccarton business area so it is convenient for passengers and will provide a good profile for the Metro lounge. • The central location of the proposed super stop will enable Christchurch City Council to reduce the overall number of bus stops along Riccarton Road. There are currently two sets of bus stops in this area - one outside the mall and one near Rotherham Street. This super stop will allow those to be combined into one central location which is more convenient for passengers, will speed up bus travel times by reducing the number of stops and will use less overall road space than the current situation. • We support the westbound bus lanes illustrated on the plan which will allow buses to leave the bus stop and travel to the Matipo Street intersection without suffering delays by having to reenter the traffic lane. This will also provide a smoother traffic flow for general traffic as they will not have to wait for buses as they pull out. • We support the restrictions to traffic movements at Division Street and Kauri Street as these intersections can cause delays for buses and general traffic. <p>In addition to these benefits, there are some additional details that we would like to be included :</p> <ul style="list-style-type: none"> • We recommend that a similar facility is provided on the northern side of Riccarton Road as soon as possible to cater for passengers heading into the central city. This will further encourage patronage growth in the future. • We strongly recommend that the proposed passenger lounge is well integrated into the surrounding area by offering other facilities rather than just an isolated waiting lounge. In particular, we strongly support the inclusion of a small cafe facility as this will enhance the appeal of the lounge and create a more pleasant experience for passengers. This could provide some potential rental revenue for CCC to offset the lease costs and could reduce ongoing operational costs as cafe staff could also provide services such as cleaning, rubbish collection and opening/closing the facility each day. A 							

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		<p>cafe will attract other visitors to this location and provide a nicer environment for waiting passengers with passive surveillance which will make customers feel safer and deter bad behaviour. It is critical that the Riccarton lounge provides an excellent example to demonstrate how well a Metro lounge can operate in a commercial location so similar facilities can also be provided in other locations in the future.</p> <ul style="list-style-type: none"> • A direct link could potentially be provided through to the neighbouring convenience store. This option should be explored with this business as it could provide more integration and services for passengers and should benefit this existing business. • The design of the stops should comply with the Christchurch City Council's Bus Stop Guidelines to ensure they are safe and accessible for all passengers. In particular, we urge the council to ensure that the kerb is kept clear of obstacles (including rubbish bins) so buses do not hit these as they pull in and out of the stops which is currently a problem. • The Northlands Super Stop design posed several issues for the disabled community. We strongly encourage the council to ensure the final designs are reviewed by disability organisations before they are constructed to ensure these issues are not repeated. The footpaths need to be wide enough and kept clear to ensure safe and easy disabled access. • Bus companies have mentioned some operational concerns about cars entering the mall in front of the westbound bus stop. We ask council staff to consider this in the detailed design. <p>We appreciate being involved in the Project Group that oversees this work and look forward to providing input to the detailed design. Once the design has been finalised, we would like to continue our involvement to ensure we can provide excellent information at the facility for our passengers.</p>							
105	Yes			<p>Although generally I support this proposed plan that Riccarton road is in dire need of a proper waiting area for buses but when I read the proposed plan, I can't picture in my mind having parking for up to four buses on each side of Riccarton Road. Since Riccarton Road is already congested now, the question is will it be practical to have parking for up to four buses parked on each side of the road? Will it not cause further traffic congestion? Is it possible to have bus lane at Riccarton Road? Overall it is a</p>					

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				good idea but I am doubtful about the parking for the buses.						
106	Yes	I support the plan for a Super Stop and Passenger Waiting Lounge around the Division St area. It would be nice to see some plants and shrubs around the outside of the waiting lounge and by the bus stops. The current main bus stop near McDonalds is inadequate and dangerous. There are not enough shelters for the in bound bus stop, and people are crossing and dodging traffic to cross the road to Riccarton Mall. I hope this plan will go ahead and you can work through with retailers etc who want to stop the proposal.					It would also be good if there was a waiting lounge on the other side of the road for in bound passengers.[into the city]			
107	No		I realise a bus stop solution is required - existing situation needs fixing. Should be as original proposals with Mall land.			Proposed changes at Kauri St with traffic access etc will create ongoing problems. If proposed left turn only proceeds I believe this requires further changes as well. I believe Kauri traffic should all be stopped in Kauri St before Service Lane access [ie cul de sac] Riccarton Rd traffic can access service Lane only. Firstly let me thank you for your support re the cnr Kauri and Rata St The extra no parking lines have greatly improved the safety of the corner. It has been brought to my notice the feedback from the residents on the proposed bus stop has been quite. I have personally objected through the process , but my general concerns were ; Shifting the bus stop doesnt appear to solve the issues. The best option was probably the Westfield carpark one if the land swap could have happened. The lounge would appear to be a poor stop gap option. The treatment of Kauri st as left hand turn only will create problems. Even with a no exit sign cars will only still come through and probably use the service lane behind the shops more. I believe it would be better to close access to Riccarton rd altogether from Kauri St. Only allow left turns from Riccarton Rd into Kauri st and into the Service Lane to access shops which are losing Riccarton rd parking spaces in front. Thanks again for your support and interest.				

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108	No							<p>The restriction of access into Division St will severely affect our business... clients already find it difficult to get to our offices. The number of delivery trucks using Division St to access Westfield Mall creates some chaotic situations. I have witnessed many arguments and even seen violence take place over trucks blocking access to Division St. Farmers uses this street as its main delivery point, as do many many Westfield shops. Restricting access will increase an already volatile situation. Graffiti and social problems are a fallout from Westfield mall that we deal with on a nightly basis already. This is a particular problem in the weekend and a bus exchange will add to the this element. I already do not feel safe at night outside our offices and believe safety will become even more of a concern. Westfield security patrols do not extend beyond the mall... are your proposed security patrols going to cover all of Division St? I already regularly notice needles and condoms littering the area on a Monday morning. This proposal will sorely affect my clients trying to reach our offices. Please reconsider restricting access to Division St. t</p>	
109	Yes	<p>I think this is a brilliant idea especially for those who work in riccarton mall and surrounding areas. As some of us myself included finish rather late and when it hits the winter months it'll save us workers waiting in the cold and dark while waiting the bus.</p>							
110	No							<p>To Whom it may Concern, I do not support the overall proposal in particular restricting access into and out of Division Street to be left turn only. The place I work in is located in division. As a real estate agent, I am constantly on the go. It is hard enough as it is to access into and out of the street. Changing this to left turn only would result in a considerable amount of time driving. This would be the</p>	

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								same to people working in the area. I do not see the point in this proposal.	
111	No		<p>Proposal: THAT The Proposed Super Bus Stop as documented October 2014 Proposed Riccarton Super Stop and Passenger Waiting Lounge be REJECTED as it does not meet the needs of a person with a disability as the footpath area would become too cramped for the needs of the pedestrian and bus passenger to use effectively AND HAVE a serious negative impact on the local businesses.</p> <p>Reasons in support of the above proposal: A) The need for a new Bus Super Stop in Riccarton Road is very much recognised but from the needs of the person with a disability the proposals that were contained in the Christchurch City Councils - Proposed Riccarton Bus Super Stop dated July 2014 were a far more effective way to represent the needs of a person with a disability than what is now proposed. While the location of the proposed lounge might seem advantageous, it is still a long journey without coverage or protection to a person in a wheelchair between Riccarton Road and the Division Street Door of Westfield Mall to access the mall. a) Further, we do not believe that this plan dated October 2014 meets the requirements of the NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities which along with the requirements of the New Zealand Building Code require that all Buildings and Facilities must be Approachable, Accessible and Usable. The footpath and the approach to the Super Bus Stop would become excessively cramped as the space available outside the local shops would be reduced by the need for outside seating to be made available and installed as there is no-way that the Division Street Lounge would be able to accommodate all waiting passengers for all bus routes that pass through the busiest bus corridor in this City. Questions have to be raised about the interference with access to the businesses along Riccarton Road as they will be losing many car-parks from outside their businesses as the</p>					The loss of the Right Turning Facilities at Division Street is also unacceptable. BOTH the ability to turn RIGHT out of Division Street into Riccarton Road and to turn RIGHT from Riccarton Road into Division Street cannot under any circumstances be accepted. Members of the disability community (the writer of this submission included) have traded with the businesses in Division Street and the CCC would do better to meet its obligations to people by converting at least ONE of the street side car-parks to a mobility car-park.	

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			<p>majority of people doing business in the area for the proposed Bus Super Stop dated October 2014.</p> <p>B) The July 2014 Proposal: The Proposal put forward in July 2014 to establish a Super Bus Stop outside the Westfield Car Park was the logically obvious place to have this improvement to the Christchurch City Bus System. The advantages of retaining it here are that the Buses are on the downside of the Riccarton Mall slip-lane to access the Mall from Riccarton Road. This is very significant to vehicular safety as cars will have to swing past buses that have stopped to pick up passengers and the buses that are stopped here to pick up and set down passengers at the proposed new bus stop will create a blind-side to the pedestrian who wishes to cross the slip-lane to walk down Riccarton Road. Therefore the proposed location of this super bus stop is totally unacceptable on safety grounds (outside the ODD numbered shops).</p> <p>a) By maintaining the outbound Riccarton Road Westfield Bus Stop in its current position it is highly advantageous to the Kauri Motel and to the Kauri Lodge where tourist and elderly people reside. To move either the inbound or outbound Bus Stop from outside or opposite these places is very unfair on the tourist industry (regarding Kauri Motel) and discriminatory to the elderly and disabled person (regarding Kauri Lodge) and is potentially a breach of the Human Rights Act 1993 (s21) which is unacceptable to us in the disability sector.</p> <p>b) It should also be noted that the outbound Riccarton Road Bus Stop on the Westfield Riccarton Mall side of Riccarton Road is only affected by Pedestrian Kerb Cut-Downs. No Vehicular Kerb Cut-downs interfere with this bus stop. This is a very important issue for all people with any form of disability, especially the Wheelchair user and is another reason why this bus stop should not be interfered with on the grounds of Human Rights.</p> <p>c) Riccarton Mall Issues: It would appear that a serious part of the problem to constructing the Super Bus Stop outside the Westfield Riccarton Mall is the fact that the Mall will not release to the Christchurch City Council about six car parks facing Riccarton Road unless another piece of land is exchanged for them and the Christchurch City Council is refusing to</p>						

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			<p>swap the land requested as part of this deal. If this is so then both the Westfield Riccarton Mall and The Christchurch City Council need to publicly explain why the receipt of the land in exchange for the car parks is so important to the Westfield Riccarton Mall and the Christchurch City Council explain why they refuse to swap the land as requested by Westfield Riccarton Mall.</p> <p>d) Proposed Footpath Width: While it appears beneficial to widen the footpath the usable and accessible area of the footpath will be affected by the placement of trees, be they new or existing trees already planted. Trees have a serious impact with regard to surface level. They lift tar seal or bricks or tiles laid and thereby interfere with the safe rights of access to the bus system for people with a disability. Any tree placements that are proposed that will interfere with the rights of access to the bus are totally opposed, which is another reason why the bus stop should remain outside Westfield Riccarton Mall.</p> <p>C) CONCLUSION The overall conclusion we have is that the bus stops for the Riccarton Super Bus Stop should remain outside Westfield Riccarton Mall where they are, and the land required to extend the sheltered area for the creation of the Super Bus Stop be obtained from them to create it. If this is still not possible then serious thought needs to be given as to whether or not a Super Bus Stop is possible on Riccarton Road and would it be better operated by the creation of the Super Bus Stop on Maxwell Street behind the Westfield Riccarton Mall.</p>						

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112	No		<p>Proposal: THAT The Proposed Super Bus Stop as documented October 2014 Proposed Riccarton Super Stop and Passenger Waiting Lounge be REJECTED as it does not meet the needs of a person with a disability as the footpath area would become too cramped for the needs of the pedestrian and bus passenger to use effectively AND HAVE a serious negative impact on the local businesses.</p> <p>Reasons in support of the above proposal:</p> <p>A) The need for a new Bus Super Stop in Riccarton Road is very much recognised but from the needs of the person with a disability the proposals that were contained in the Christchurch City Councils - Proposed Riccarton Bus Super Stop dated July 2014 were a far more effective way to represent the needs of a person with a disability than what is now proposed. While the location of the proposed lounge might seem advantageous, it is still a long journey without coverage or protection to a person in a wheelchair between Riccarton Road and the Division Street Door of Westfield Mall to access the mall.</p> <p>a) Further, we do not believe that this plan dated October 2014 meets the requirements of the NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities which along with the requirements of the New Zealand Building Code require that all Buildings and Facilities must be Approachable, Accessible and Usable. The footpath and the approach to the Super Bus Stop would become excessively cramped as the space available outside the local shops would be reduced by the need for outside seating to be made available and installed as there is no-way that the Division Street Lounge would be able to accommodate all waiting passengers for all bus routes that pass through the busiest bus corridor in this City. Questions have to be raised about the interference with access to the businesses along Riccarton Road as they will be losing many car-parks from outside their businesses as the majority of people doing business in the area for the proposed Bus Super Stop dated October 2014.</p> <p>B) The July 2014 Proposal: The Proposal put forward in July 2014 to establish a Super Bus Stop outside the</p>					<p>b) The loss of the Right Turning Facilities at Division Street is also unacceptable. BOTH the ability to turn RIGHT out of Division Street into Riccarton Road and to turn RIGHT from Riccarton Road into Division Street cannot under any circumstances be accepted. Members of the disability community (the writer of this submission included) have traded with the businesses in Division Street and the CCC would do better to meet its obligations to people by converting at least ONE of the street side car-parks to a mobility car-park.</p>	

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			<p>Westfield Car Park was the logically obvious place to have this improvement to the Christchurch City Bus System. The advantages of retaining it here are that the Buses are on the downside of the Riccarton Mall slip-lane to access the Mall from Riccarton Road. This is very significant to vehicular safety as cars will have to swing past buses that have stopped to pick up passengers and the buses that are stopped here to pick up and set down passengers at the proposed new bus stop will create a blind-side to the pedestrian who wishes to cross the slip-lane to walk down Riccarton Road. Therefore the proposed location of this super bus stop is totally unacceptable on safety grounds (outside the ODD numbered shops).</p> <p>a) By maintaining the outbound Riccarton Road Westfield Bus Stop in its current position it is highly advantageous to the Kauri Motel and to the Kauri Lodge where tourist and elderly people reside. To move either the inbound or outbound Bus Stop from outside or opposite these places is very unfair on the tourist industry (regarding Kauri Motel) and discriminatory to the elderly and disabled person (regarding Kauri Lodge) and is potentially a breach of the Human Rights Act 1993 (s21) which is unacceptable to us in the disability sector.</p> <p>b) It should also be noted that the outbound Riccarton Road Bus Stop on the Westfield Riccarton Mall side of Riccarton Road is only affected by Pedestrian Kerb Cut-Downs. No Vehicular Kerb Cut-downs interfere with this bus stop. This is a very important issue for all people with any form of disability, especially the Wheelchair user and is another reason why this bus stop should not be interfered with on the grounds of Human Rights.</p> <p>c) Riccarton Mall Issues: It would appear that a serious part of the problem to constructing the Super Bus Stop outside the Westfield Riccarton Mall is the fact that the Mall will not release to the Christchurch City Council about six car parks facing Riccarton Road unless another piece of land is exchanged for them and the Christchurch City Council is refusing to swap the land requested as part of this deal. If this is so then both the Westfield Riccarton Mall and The Christchurch City Council need to publicly explain why the receipt of the</p>						

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			<p>land in exchange for the car parks is so important to the Westfield Riccarton Mall and the Christchurch City Council explain why they refuse to swap the land as requested by Westfield Riccarton Mall.</p> <p>d) Proposed Footpath Width: While it appears beneficial to widen the footpath the usable and accessible area of the footpath will be affected by the placement of trees, be they new or existing trees already planted. Trees have a serious impact with regard to surface level. They lift tar seal or bricks or tiles laid and thereby interfere with the safe rights of access to the bus system for people with a disability. Any tree placements that are proposed that will interfere with the rights of access to the bus are totally opposed, which is another reason why the bus stop should remain outside Westfield Riccarton Mall.</p> <p>C) CONCLUSION The overall conclusion we have is that the bus stops for the Riccarton Super Bus Stop should remain outside Westfield Riccarton Mall where they are, and the land required to extend the sheltered area for the creation of the Super Bus Stop be obtained from them to create it. If this is still not possible then serious thought needs to be given as to whether or not a Super Bus Stop is possible on Riccarton Road and would it be better operated by the creation of the Super Bus Stop on Maxwell Street behind the Westfield Riccarton Mall.</p>						
Submitter #	Support	Supporting Comments	Not supportive comments	Concerns/Other comments	Suggestions	Kauri Street	Northside Lounge	Division Street	Bus Priority

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113	Yes							<p>Scentre New Zealand Limited (Scentre) as owner and operator of the Westfield Riccarton Shopping Centre (the Shopping Centre) generally supports Christchurch Councils proposed bus lounge between 116 and 120 Riccarton Road. We do however have concerns relating to the proposed changes to the access into and from Division St. Council needs to be cognisant of existing permitted activities that may be impacted by the proposed changes. The current proposal looks to widen the curbside / footpath at the entrance of Division St, reducing it from 3 to 2 lanes. Scentre does not support this change to Division St. Vehicle access to and from Division St should remain as it is. Division St is used as access for large trucks to the Shopping Centre loading dock. Access is already quite constricted and we believe that the proposed changes will make the problem worse. Efficient vehicle movements to the loading dock is vital to our Tenants business. Tenants who use the loading dock include Food Court Operators and the Farmers department Store. In addition to Tenants deliveries the Shopping Centres refuse contractor use this area for pickups and drop offs. These also utilise large trucks which will have issues turning into a reduced entrance to the Street. We also question how far into Division Street the angle parking will be developed. From the plan it is clear that it will be installed from the Riccarton Road corner to the first driveway. If it is to go any further than this we would foresee issues with truck being able to turn in the reduced space. We believe that this will cause traffic backing up at times when there is more than one delivery vehicle accessing the loading dock. The loss of</p>	

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								parking on Riccarton Road would see the parking in Division Street to be put under more pressure, thus exacerbating the issues raised above.	
114	No							<ul style="list-style-type: none"> * Division Street is already congested as its currently stands * We are currently having issues with teenagers and unwanted people hanging around the area. * The intersection will not cope with the said to be arranged access and exist of Division Street. * We would be unable to turn right into the street which is a one way road. 	
115	Yes			Overall, I support the plans. However, there are a few comments I would like to make: I want to know whether we will be getting bus priority on Riccarton Road. This needs to be a priority of the streetworks, as it is the busiest bus corridor in Christchurch. I see the start of a bus lane on the south side of Kauri St intersection- I hope this will be continued down the road. Also, it seems that to the north of the proposed lounge on Riccarton Road, the road is being narrowed for the eastbound Super Stop. I don't like this, as it will cost more to remove in the future if bus lanes are implemented. Furthermore, I struggle to find where the cycle					

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				<p>lanes are. Are we competing with the constant opening-and-closing of car doors, or are we expected to ride in the middle, battling against the cars. (Having bus lanes would solve this...) Finally, a small comment on the proposed lounge. By looking at the sketchup model of the lounge, there doesn't seem to be an secondary entrance, say, at the west end of the lounge, so bus users can get more quickly to the stop. That's all I would like to say, mainly I want these plans to support future bus priority measures on the road.</p>					
116	No							<p>I have no objection, in principal, to the establishment of a bus stop hub on Riccarton Road. I do not think the proposed location is suitable, and more effort should be made to securing a position further to the west, near the Matipo Street intersection. My objection is based on the location of the proposed hub adjacent to the Division Street intersection, and the proposed left turn only exit from Division Street. I am a tenant in the State Insurance/Harcourt's building, 88 Division Street. Division Street is a cul de sac. There is only one exit, onto Riccarton Road. The lane that runs from the end of Division Street to Rotherham Street is not open to the public. Most traffic flow from Division Street sees vehicles turning right, to travel towards the City. The proposed traffic flow will lead to even greater congestion on Riccarton Road, with vehicles attempting to turn right into Kauri Street, before wending their way through the back streets of Riccarton, or left into Matipo Street, in order to eventually connect with Straven Road, or Blenheim Road. If the location of the bus hub is fixed then either: - the existing traffic lights should be retained, allowing right turning traffic out of Division Street, or - access should be provided from Division Street to Rotherham Street, with lights at the</p>	

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								Rotherham Street intersection.	
117	Yes	Most businesses on the north side have off street parking, I think the impacts to the smaller business on Riccarton Rd will not be negative, hopefully this increases bus use and they receive more business from the increase in bus passengers.							
118	No							Our firm does not support the proposed plan for the following reasons: 1. Whilst access to our building will not be affected by the plan, the proposed abolition of a right hand turn onto Riccarton Road is extremely inconvenient for ourselves and our clients who wish to travel east when leaving Division Street. There is no thoroughfare from our building and carparks to Rotheram Street. 2. We believe the original site proposed would be a better option.	

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119	No							<p>Re The proposed new central Riccarton Bus depot. I find the whole proposal cynical and downright arrogant, in that the City council has had absolutely no regard for existing users of Division Street. Myself and colleagues use the intersection to travel both east and west as we exit Division street. The current proposal takes no account as to how we are able to travel to the city short of breaking the rules.... Most of us live to the west so again we will either have to come over the no right turn zone or make a u turn in the middle of Riccarton Road... Is the council aware of the many users of 88 Division street, some 100 business people plus the Printers, the Sewing shop and two other business fronting Riccarton Road have customer parking at the rear. This proposal has the ability to kill these businesses and all with ins lively hood. Such arrogance is so embarrassing, I feel so let down by the council that they would release such a small minded inadequately researched proposal. When the media get hold of this they will absolutely feast on in it. I can only begin to imagine the headlines as some clever jurno makes a mockery of CCC... At it again... mocking what your so called experts have come up with. We pay exorbitant rates to support a council that has no regard for the business that are large employers, private contractors, and others, and property owners who pay massive rates yet the values of these buildings will be reduced, as will their rate bills drop accordingly as difficult access will diminish customer visits and have a majorly negative effect on property values in the immediate vicinity. The council has the ability to revisit the existing site adjacent to the Mall, in their car park, and grant the mall more parking in</p>	

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								<p>compensation. This must be the workable option. Security could be a cross over with existing mall staff reducing council costs. This is not a workable option and the council needs a lot more consolation and transparency on this entire issue to have any credibility with Riccarton people. I have worked in Riccarton for 24 years and feel very strongly against this.</p>	
120	No							<p>We would support it but only if turning out of Division st into Riccarton road is both left and right. Our chambers are at the top floor of the State Insurance building. At present there is a total of 9 lawyers on our floor 7 of them court lawyers who would attend at the court most days. We turn right onto Riccarton road to go to court. IF. WE CAN ONLY TURN LEFT IT WILL MEAN THEN TURNING RIGHT INTO KAURI ST. That would result in more traffic on narrow residential streets,plus clogging up Riccarton road while we wait to turn across the traffic into Kauri street FOR MYSELF TODAY IHAVE DRIVEN IN TO COURT ON 2 SEPERATE OCCASIONS.We signed a long term lease only in Febuary this year so relocating is not an option.</p>	

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121	Yes			<p>In general, the Christchurch Youth Council supports the proposed Riccarton Super Stop and Passenger Waiting Lounge. As a result of many informal conversations with young people around Christchurch, the overwhelming message is that there is a desperate need for improved bus facilities in the Riccarton Road area. Many young people board or disembark various buses at Riccarton, and the current situation is commonly described as inadequate, with specific concerns being that the space provided for those waiting for a bus is "very cramped" and that it is "hard to cross the road." Thus everyone we spoke to was keen for something better, and the proposed solution was positively received. Having a warm, pleasant and safe place to wait in the Passenger Waiting Lounge will benefit those waiting a significant amount of time for a bus, especially in bad weather. It will also reduce congestion on the footpaths, and next to the bus stop. In addition, the proximity of the Passenger Waiting Lounge to a controlled pedestrian crossing will make it much easier, and safer, to cross the road. There were a few concerns, however. The question was raised about how often the crossing allowed pedestrians to cross the road, as some people commented that they had had to wait there for a long time. If people are going to catch a bus, they will tend to be in a rush, and so the time period for this crossing might like to be checked, as would provision for those with a sight impediment. There was also a concern that people coming out of the Mall have a longer walk to get to the bus stop, but that concern were generally allayed by the fact that there is another exit. In summary, the Christchurch Youth Council believes that the proposed Super Stop and Passenger Waiting Lounge is a major improvement on the current situation, and we believe that it will be of great benefit to many young people in Christchurch.</p>					

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122	No		<p>This proposal, another in several, appears to be an act of desperation to put the lounge and bus stops somewhere in response to external political pressure. That somewhere should be where they are at present and negotiations with Westfield should be reopened and use made of professional negotiators with appropriate legal background. To waste money on a third or even fourth choice simply for expediency is poor decision making. The taxpayer and rate payers who are funding this have a right to demand that best choices are made.</p> <p>The whole proposal is based around the dubious supposition that it will help ease traffic congestion and encourage people to use the higher quality facilities offered. There is no evidence for this. The bulk of those on the buses and waiting at the Mall bus stops are young people who frequent the Mall complex in large numbers for social reasons. Older Mall patrons travel by car as the bulk of Christchurch people do. This is my experience of living in the area and observing the patterns of behaviour over the years. Genuine shoppers use vehicles. The congestion on Riccarton Road and other roads is a result of allowing a complex such as Westfield Mall to expand as it has with little thought for the consequences. The area is surrounded by schools and the University. On top of this the earthquakes have changed the demography of Christchurch regarding work places and the roads now carry workers' traffic from all over the city. The result is the increased traffic density in the whole area. Widening the footpath on the south side is not going to help traffic flow.</p> <p>It is very unlikely people's attitudes regarding the motor vehicle will change anytime soon or that the commercial development in the general area will cease, so that the premise that the proposal and subsequent ideas will ease the traffic situation is not well founded. In fact way back in 1996 an independent traffic management report concluded that there was no major benefit in establishing priority bus lanes. Things are a lot worse now.</p> <p>The concept of a comfortable waiting area is be lauded. However given the clientele it is no wonder the local business people have serious concerns regarding the behaviour in the lounge</p>			<p>3. On-Flow Effects - Parking and Adjacent Roads: Kauri, Rata and Rimu Streets Clearly the removal of parking from Riccarton Road would have effects on other areas. I am not sure why angled parking has been recommended for the beginning of Kauri Street since parked traffic would need to reverse into the oncoming traffic flow. No benefit is obtained since there are 5 parallel parks - 3 one side and 2 the other in the existing configuration.</p> <p>There would probably be more requirement for restricted time parking in the Kauri/Rata/Rimu Street area but this is what the time limits are designed for.</p> <p>As far as Kauri Street is concerned, there are options:-</p> <ul style="list-style-type: none"> (a) the status quo. (b) the Council's recommendation - left-hand turn from Riccarton Road the only access; no exit on to Riccarton Road. (c) allow traffic to make a left-hand turn from Riccarton Road into Kauri Street, and left-hand turn from Kauri Street into Riccarton Road. (d) seal off Kauri Street north of the service lane behind the shops. This would allow the shop-owners and customers access to the service lane from Riccarton Road, and allow them to return to Riccarton Road (with option (c)). It would also prevent Riccarton Road traffic from using Kauri and Rata Streets as an escape route. <p>Another suggestion is that the traffic lights at the pedestrian crossing between Rimu and Rotherham Streets should be moved to actually control the intersection of Rimu Street and Riccarton Road. At the moment the lights are purely a pedestrian crossing and motorists turning left from Rimu into Riccarton Road often ignore the red light (I have witnessed many close from motorists driving through the pedestrians (including myself on occasions). If the lights were actually on the intersection, this would enable traffic to move more easily from Rimu Street into Riccarton Road.</p> <p>The above suggestion would greatly assist traffic flow in and out of the parking areas behind the businesses and support Kauri Street having no no egress.</p>			

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			<p>and subsequent consequences for the businesses in the immediate vicinity. I doubt if older patrons would be encouraged to use it.</p> <p>The proposal is really all about Westfield Mall patrons. Thus it would appear the Riccarton Road businesses are to suffer for no gain but only pain to assist Westfield Mall patrons. Another reason why the clear cut an obvious choice for the bus exchange should be around where the stops are at present outside the Mall.</p> <p>2. Well Being/Health and Safety I can hardly see having up to 4 diesel buses belching fumes into the Riccarton Road businesses whilst standing at the proposed bus stops is conducive to the well being and health of the staff and customers, and those walking along the road. Unlike the current Mall stops which are in a wider stretch of road and in open air space, the proposed areas are confined with the overhangs from the shops.</p> <p>The proposed stop for inbound buses outside the former AMI building (opposite the current AMI building and Scorpios) on the north side of Riccarton Road will be awkward for older passengers and those with a disability since it is a hike in a congested area to get to the Mall. Providing good access in these cases is a requirement under various Human Rights legislation.</p> <p>CONCLUSION Obviously ECan is trying to generate more bus usage. We do not believe that an unsupervised bus lounge will contribute to the safety of the area. Also the cost of the lounge - establishment and maintenance - although met by central government and ratepayers could be better used for other more pressing causes.</p> <p>If a bus lounge is really needed, I believe the only acceptable venue is where the bus shelters are currently situated - on Westfield's car park fringe. I am firmly of the view that the Council should re-open its negotiations with Westfield with the appropriate qualified personnel. The contention that this and other indicated proposals will help solve the areas' traffic problems is not well founded more especially since the problems have grown significantly for a variety of reasons and may well be out of hand unless there is a major attitude change on the part of the public.</p> <p>I am, like many of my neighbours, worried that Kauri/Rata/Rimu Streets</p>						

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			<p>may end up a third lane for Riccarton Road. There are already times when the traffic flow is fast and furious as motorists race to bypass Riccarton Road. These streets were subject to narrowing, road calming, and considerable landscaping and should not be considered main roads. So I trust any plans for these streets consider potential side effects.</p> <p>I support the Riccarton Business Association in opposing the proposal since I believe this is detrimental to the businesses on Riccarton Road.</p> <p>PS No mention has been made of the the existing bus stops by the ANZ Bank, opposite Rotherham Street, and the ones outside the Mall. I would surmise the one opposite Rotherham Street adjacent to the ASB Bank would no longer be required in respect of the current proposed north side super stop, but would that mean retaining the north side stop opposite the Mall? This would be in keeping with the current situation.</p>						

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123	Yes			<p>* Support in principle the development of the passenger lounge as a safe waiting space for this super stop</p> <p>* Would like the opportunity to have input into the design of the passenger lounge to ensure it is accessible for those who are blind or have low vision and recommend to also include BJ Clarke from CCS Disability Action</p> <p>* Road crossings at Kauri Street Division Street and Rimu Street are designed for vehicles not pedestrians. We recommend alterations as noted on the plan</p> <p>* Tgsi are not shown on the plan – recommendations included</p> <p>* Taxi park adjacent to the passenger lounge not shown for those using this as a transfer point</p> <p>* Cycle parking not shown – this should be covered and lockable</p> <p>* Accessible car parks need to have kerb cutdown and space to access the footpath. Recommend consultation with CCS Disability Action for design</p> <p>* Signalised crossings – will these be responsive to pedestrians to ensure efficient journey from the Lounge to the Northern Stops</p> <p>* Audible, large print (meeting best practice in design and location) and tactile real time information should be included as part of this development to ensure accessible</p> <p>* Wayfinding needs to be included</p> <p>* Bus boarding positions need to be easily located</p> <p>* What facilities are there for seating at the platforms and shelter from the weather</p> <p>* What are the new footpath widths to cope with the queues as well as keeping the continuous accessible path of travel (capt) clear for those walking through? This should not reduce the path less than standards of footpaths for this commercial area.</p> <p>* How are queues to be managed to not interfere with pedestrians.</p> <p>* The design of Division Street – is this to prevent right hand turners? This will not stop them (as happens at all similar intersections along Papanui Road) as they are design to let emergency vehicles in. If there is to be an island can the brick work be changed to assist with staying</p>					

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				<p>on the pedestrian area? * The driveway entrance into the Mall is difficult for pedestrians and should not require deviation from the cap. There is sufficient room for vehicles to wait on Riccarton Road – the kerbing should be altered. * The trees on the Southern side adjacent to boarding need to be removed. These are hazards for those travelling between the bus stops. * Buses will still be hindered in their movements approaching and leaving the stops by the traffic volumes on this road. Unless there are dedicated bus lanes this will not change. See TRIM 14/1300854 for plan</p>					
124	Yes	<p>The Canterbury District Health Board (CDHB) welcomes the opportunity to comment on the Proposed Riccarton Bus Super Stop. The reasons for making this submission are to promote 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.</p> <p>The CDHB emphasises the association between transport and population health. The societal value of an effective transport system is far-reaching, and includes environmental, social, economic, and health benefits. An equitable and accessible public transport network is necessary for enabling all members of the community to access education, employment, essential services; including health services and to fully participate in society.</p> <p>Specific Comments Bus Super Stop and Passenger Lounge The CDHB strongly supports the proposal to construct the Riccarton Bus Super Stop and Passenger Waiting Lounge. Riccarton is</p>			<p>The CDHB recommend that areas surrounding the westbound indoor passenger facility and the eastbound passenger lounge are designated as Smokefree. This would align with the Council's current Smokefree policies for parks, playgrounds, sports fields, council events (2009) and social housing stock (2014). This is supported by a recent community survey of the Canterbury/West coast region that showed 75.8% of participants thought that bus stops and train stations should be Smokefree (This was a telephone survey designed by Community and Public Health and conducted by the Cancer Society during April and May 2014. 800 households were contacted and 445 completed the survey).</p> <p>Associated Road Layout Changes The CDHB supports the associated changes to the road layout in the consultation area of Riccarton Road. Left-in, left out changes in this key corridor will minimise potential conflict points on this heavily congested street.</p>				

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		<p>a key hub within the greater Christchurch public transport network and it is important that improved infrastructure, including bus capacity and passenger facilities, are introduced at this location in order for the recently reviewed bus network to function effectively.</p> <p>It is good to see a significant improvement in this design from the previous design further west along Riccarton Road. An enclosed bus lounge delivers good quality suburban interchange facilities and sets a precedent for future bus lounge facilities at other key activity centres in the city. The CDHB encourage the quick implementation and progression of the eastbound passenger lounge to complement the proposed facility.</p> <p>It is very important that these facilities, access points, and adjacent pedestrian crossings are designed to enhance accessibility for everyone, including those with visual, mobility, and cognitive impairments. In addition it is important that phasing of traffic signal sequences is prioritised for pedestrian movements across Riccarton Road at Division Street.</p>								
125	No							It will create access problem for our clients visiting our office at 88 Division Street.		
126	No							I work at 88 Division Street and do not support the proposed plan. Access to and from Division Street will be adversely affected by the inability to turn right into Division Street from Riccarton Road and right into Riccarton Road from Division Street. I believe the original site proposed would be a better option.		
127	Yes	The Canterbury West Coast District of the NZAA support the proposed Riccarton Super Stop and passenger lounge as outlined in the "Have your Say" document.								
128	NR			<p>Adrienne Nicholas-Rakatau rang asking me to put in a phoned submission.</p> <p>Adrienne uses the buses a lot including Westfield and often quite late in the evening. The main stop should be left where it is which would be safer and cheaper. She suggests taking out the planter boxes so the buses could come straight through.</p> <p>The existing stop is handy for late shoppers including supermarket customers - you can go straight out with your trolley, instead of having to go down to Division Street in the dark and wet, and it's easier for those with mobility needs.</p>						

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				The Westfield location provides 'safe havens' for vulnerable passengers and if they don't feel safe from drunk or disorderly people arriving on buses or on foot they can go into MacDonalds at any time, or into the mall (Pak'nSave up til 11 at night). Division Street is closer to drinking places and there would be no safe place to go if the lounge doesn't have security guards in place at night to make sure passengers can wait safely and get safely to their buses. It's really important to have a safe, light, bus stop area where people don't feel threatened or unsafe at any time of the day or night. A signalised pedestrian crossing is a good idea.					
129	No							It will have a huge impact on access to the State Insurance Building for all staff and clients accessing that location daily. The restriction on access and egress in and out of Division St is high impact for motorists. The access for delivery vehicles into Farmers Cart dock, the printing firm and the many businesses that operate in the State Insurance Building will be very detrimental to the functioning of those business. Graffiti, rubbish, and general undesirable loitering will increase dramatically in this location because if the bus shelter.	
130	Yes	Selwyn District Council supports the Proposed Riccarton Super Stop and Passenger waiting lounge as it will: - provide significantly improved accessibility and levels of service for all PT users, including Selwyn residents - provide warmer, drier and safer waiting area - greatly improve safety, particularly for those crossing the road from east bound buses. - remove the current location of the west bound bus stop from an "island" of busy traffic movements which is difficult for many users to negotiate - better support the new east-west hubs and spokes model - service the mall as well as the businesses and services along Riccarton Road - encourage further use of PT in travel to and from the city. We note there is no mention in the project information on bag storage/lockers or whether cycle facilities will be provided nearby and encourage consideration of these. Thank you.							

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131	Yes	<p>Thank you for the opportunity to comment on the Proposed Riccarton Super Stop and passenger waiting lounge at Division Street.</p> <p>Red Bus continues to strongly support the development of modern, comfortable and people friendly passenger transport facilities that create connections with Westfield Mall and adjacent retail areas along Riccarton Road.</p> <p>Riccarton Road is a core service route for passenger transport forming a fundamental connection between the west, central and east of Christchurch City. The 90,000 passengers a month boarding buses on the four stops near Westfield's Mall and 70 peak bus movements an hour along Riccarton Road means that the level of passenger transport activity on Riccarton Road is second only to that at the Central Exchange.</p> <p>The major investment in the City's rebuild with the bus interchange, dedicated bus lanes and super stop on Manchester street and the super stop alongside the main hospital are core elements in the future passenger transport network. For these investments to be completely successful it is essential to have similar quality passenger transport infrastructure at major retail hubs such as Riccarton.</p> <p>The present major Riccarton Road bus stop outside the Westfield car park and McDonalds does not meet safe operating requirements and provides marginal protection against the elements for passenger transport customers. In terms of safe operations if there are more than two buses on the current stop the third bus projects into the road lane slightly and a arrival of a fourth bus (which occurs regularly) effectively closes the west bound traffic lane. Both of these situations, which occur all too frequently, delay traffic and can cause risky overtaking manoeuvres from other drivers. The four bus length stop proposed outside the passenger lounge will address this safety issue and reduce traffic delays for bus drivers and other road users alike.</p>			<p>Although the proposal for the passenger lounge is a vast improvement on the present open air waiting space and has our full support Red Bus would like to see this space opened up into the adjacent retail areas so that the passenger lounge becomes a part of the normal customer experience. Close connections between passenger transport passenger and retail have proven very successful overseas and we believe is an important factor in the encouraging the widespread use and acceptance of passenger transport in cities. The following two images demonstrate the co-location of retail and passenger transport in an overseas bus terminal associated with a large retail mall.</p> <p>We recognise that this approach is a significant change to the scope of the passenger lounge but would encourage Council to explore these options prior to finalising the final design. We also recommend that Council review the NZTA report on reallocation of road space found on the NZTA website at http://www.nzta.govt.nz/resources/research/reports/530/index.html. This report is the result of research in Christchurch, Wellington and Auckland combined with a review of overseas research on expenditure from "sustainable transport" users. Two very interesting points are that firstly retailers typically overestimate car use by their customers by approximately 20% and underestimate the walking trips to local shops by 13% to 19%. Secondly "sustainable transport" users account for 37% of shoppers. A considerable proportion of shoppers who could spend locally if the opportunity is available. This supports the proposition that a well designed and attractive passenger transport lounge with retail connections will increase revenue to local retailers in the area of the lounge. This will also have the effect of normalising passenger transport and shift the wholly inaccurate perception that regular and professional people do not use passenger transport.</p> <p>We suggest that this report be shared with the Riccarton retail group as a source of objective information and what is possible rather than what they have seen in the past from separated passenger transport facilities.</p> <p>Red Bus would appreciate the opportunity to present this material to Community Board and or Council if that is possible.</p> <p>Red Bus is encouraged by the proposal to provide 21st century services to public transport customers. Keep up the positive work and building for the future of passenger transport.</p>				

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132	No							<p>The proposed site (Division St) for the bus lounge appear to have gone from bad to worse. All the business owners and general public in the local area confirm that the existing Westfield site is the most preferable.</p> <p>A bus lounge on the corner of Division Street will have a detrimental affect on all businesses in the area.</p> <p>The present Westfield site has more room (especially if the garden plot by Columbus Coffee was removed) to enhance even more, and generally traffic flows freely along. Moving the lounge into the busier/narrow part of Riccarton Rd make absolutely no sense.</p> <p>Road Plan</p> <ol style="list-style-type: none"> 1. I would estimate 50% of the traffic leaving Division St would now turn right onto Riccarton Rd to head towards Hagley Park. Without this facility it would be chaos and disastrous for the wellbeing of our business and surrounding ones. 2. As a daily commuter to work coming up Riccarton Road I definitely require to turn right into Division Street the same as hundreds of other cars in a day. There is ample room for two lanes. The present system works wonderful so why change. 3. There is not enough room for angled parking as the street is just not wide enough. I would envisage a lot of tail enders as both sides reverse out same time. 4. The footpath area would be very congested outside the lounge area and intimidating to people walking the footpath along Riccarton Road. <p>The points I have raised are all common sense, which everyone I speak to agrees with. As a daily user of Riccarton Rd it is no different from any other major arterial. There is nothing wrong with Riccarton Rd so why on earth change Division St/Rimu/Kauri entrances when we don't want them changed.</p>	

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								<p>I don't believe the Council has thought this process through enough as it is really not a repeat opposition from us as we did 6 months ago for the original idea prior to keeping it at Westfield. The present Westfield site is the obvious choice. I suggest the Council agree with Westfield request so that the lounge on the existing site can proceed.</p> <p>The public meeting on Wednesday confirmed that no one is in favour of this new Division St site and that Council should go back to Westfield for more discussion.</p> <p>Please can someone start negotiating with Westfield so that the Bus Stop can be upgraded on its present site, which makes sense to all concerned.</p>	

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133	Yes			<p>This section of Riccarton Road suggested for the new bus stops is one of the most polluted sections of road in the country: The following link is a recent report from the NZTA about traffic air pollution in NZ and this shows that 122 Riccarton Road is the 2nd worst of 130 sites that they monitor, as indicated by Nitrogen Dioxide levels http://www.nzta.govt.nz/resources/air-quality-monitoring/docs/air-quality-monitoring.pdf</p> <p>It is likely that the addition of bus stops, particularly those on the Northern side of Riccarton Road, will increase pollution levels considerably.</p> <ul style="list-style-type: none"> • Currently the pedestrian crossings on the corners of Division Street and Riccarton Road involve a wait time of 3 or 4 minutes. These lights would need to change on request otherwise passengers who wait in the bus lounge and exit when their east travelling buses are one or two minutes away will miss them! • If the bus super stops on the Northern side of Riccarton Road are established, what happens when the AMI building is either pulled down or renovated? (no 118/116) Either option would make it very unpleasant and inconvenient for waiting passengers. • With two pedestrian crossings either side of Division Street, a pedestrian crossing near the Rimu Street/Riccarton Road junction plus traffic lights (Straven Road & Matipo Street), traffic will be moving extremely slowly through this section of Riccarton Road and this may result in tail backs in both directions. • The pedestrian route between the mall and the new bus lounge will also need attention- the only covered route is on the west side of Division Street and this is often blocked by deliveries to Farmers. To ensure greater bus use, an easily accessible and covered route needs to connect the lounge with the mall. • Have you considered re-routing the buses and having the bus stops on Maxwell/Dilworth Street? (buses turn into Matipo or Clarence Street then travel 					

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				<p>along Maxwell/Dilworth)</p> <ul style="list-style-type: none"> • We accept that there is no perfect solution. Previous council decisions allowed the mall to be developed entirely for car users, with little regard to safe pedestrian access/flow or to members of the public who prefer to travel by bus. These decisions have led to the current situation, plus a reluctance to push on with the bus lanes in 1996. Hopefully future mall developments will be 'future proofed', in other words, accept that access in the future needs to be pedestrian and bus user friendly! 					
134	Yes				<ol style="list-style-type: none"> 1. If any of the buses are to leave the space available only fits 3 buses. 2. Kerb should be raised to allow easier boarding. 3. Timing point requirement should be eased. Now lounge is available to wait in, bus should load and go, not wait for timing point. This will mean other buses are not stuck behind "parked" timing point buses. 4. Editor of this should look up difference between featured and benefits - not the same. 				
135	Yes				But think north side stops should be between Kauri Street and Division Street. Thank-you.				
136	No					I am deeply concerned that this proposal will cause a great deal of disruption and change this quiet little residential area forever. The proposal to restrict access into and out of Kauri St with only left-hand turn from Riccarton Rd is unacceptable. The current arrangement works well and should remain the same. We have a right of access as a resident onto Riccarton Rd.			

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137	No					We are concerned about the restricted access from Kauri Street. It will considerably increase traffic flow along the 'right of ways' at the rear of the commercial buildings running down to Rimu Street (North side of Riccarton Road). Not all of these 'right of ways' are legal ones and if safety to our clients becomes even more of an issue at 1 Rimu Street, we may have to explore options of restricting or even stopping unauthorised traffic.			
138	No	Anonymous							
139	No		<p>I am totally opposed to this proposed plan. It is even more illjudged than the previous proposal, causing:</p> <ul style="list-style-type: none"> - Increased congestion at an already congested part of Riccarton Rd. - Increased dirt and pollution from the buses idling at the bus stop and being unable to move back into the traffic. - Increased noise and nuisance from loiterers using the lounge and more litter and graffiti affecting businesses. - Loss of parking and traffic nuisance from making Kauri St one way from Riccarton Rd. - Bus passengers will not use the lounge when they feel unsafe because of 'undesirables' using it. - As passengers have already walked to the bus stop they are prepared for weather conditions - they just need a decent shelter so extend the current shelters and arch the roof over the pavement - much more cost effective!! - Why buy expensive real estate that should be kept as retail and that enhances Riccarton Rd as a retail experience! 						
140	Yes	<p>Great idea. Very much appreciated by elderly passengers waiting. Good security, route info., very helpful re bus time arrival.</p> <p>Buses on Riccarton Rd need a bus lane from approx Hagley Park to Ilam Rd in both directions at all times. There is ample parking off Ricc Rd.</p>							
141	No		<ol style="list-style-type: none"> 1. We do not believe a "super stop" is necessary. 2. It is too costly given the damage to infrastructure which is awaiting repair. 3. A bus lounge will be a home for hoodlums. 4. Riccarton Road is not an exclusive bus lane; it is not wide enough. 5. The bus stops should remain outside Westfield. 6. If a bus lounge is required in the future, get a professional to negotiate with Westfield. 			7. Access and egress to and from Kauri Street should remain as it is. Angle car parking would be potentially dangerous.			

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142	No					<p>We, as residents of Kauri St strongly oppose the plan. Our concerns specifically relate to the reduced access to and from our street, as well as the planned angle parking. Concerns/queries as follows:</p> <ul style="list-style-type: none"> * Kauri St is a QUIET and attractive spot. Currently, minimal traffic enters or leaves the street. Mostly only residents and tradies. Has a traffic count been done? If so, you would realise that restricting access to our street is pointless if trying to decongest Riccarton Rd. It should be our right as residents to retain our access. We strongly feel that no difference would be made to flow on Ricc Rd, but will only frustrate Kauri St Residents. * If cars are able to enter Kauri St they will have to exit somewhere. This will mean vehicles will have to exit via Rimu St or the already congested Straven Rd. It makes no sense to encourage vehicles to enter Kauri St for extra parking only to cause more exit problems via Rimu St or Straven Rd. * If more parking spaces are being allowed on Kauri St it will impact on the quiet nature of our street. More parking spaces means more cars and they will cause congestion to Ricc Rd at the Rimu St/Straven Rd intersections. * At present, those of use who turn right onto Ricc Rd from Kauri St have NO problem doing so. Cars stopped at the Division St or Matipo St lights allow for an easy exit. As stated earlier this is primarily only used by residents. * We live on this street for its quiet nature away from traffic and close to the bush. We don't want the sound of native birds being replaced by increased traffic aiming for a park. Visitors to the mall should be using the mall carparks and not be encouraged to enter side streets off busy Ricc Rd for a park. At present, minimal cars turn in here as there is not good parking. People know this and avoid our street. Leave us the way we are - it won't do anything to help Ricc Rd flow!! 			
143	Yes	<p>Generation Zero would like to express full support of the Council's proposal for a bus waiting lounge at 123-125 Riccarton Road and additional bus stops between 114 and 120 Riccarton Road. Given the popularity of the current bus stops near Riccarton Mall and the extent to which these are utilised (often at full capacity, or with people spilling out onto the roads during peak times) an indoor waiting lounge is fully justified. Through the 'Share an Idea' campaign, the people of Christchurch sent a clear message that they wanted better public transport facilities across the city. So far nothing has been done to address this. Hundreds of people use the Riccarton bus stops every day and should be able</p>							

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		<p>to wait for their bus in comfort. The current bus stops present a safety hazard as people (including school children) are often spilling onto the road, and crossing the road unsafely. We urge the Council not to waste or delay yet another opportunity to upgrade public transport facilities in Riccarton. Some of the most liveable cities across the world (including Geneva, Copenhagen, Paris, Tokyo and Curitiba) prioritise public and active transport facilities over the use of private automobiles.¹ Let's ensure that Christchurch becomes a world-class, liveable city too by investing in better public transport infrastructure. In order to encourage the public to use public transport, it must be implemented to a high standard right across the board, not just in one or two areas. Riccarton has become a major activity hub since the earthquakes, and passenger facilities should cater for the level of patronage through this area.</p> <p>Generation Zero fully supports a strong joint partnership between ECan and CCC to deliver a first class public transport network. We believe that investing in public transport, cycling and walking will result in less cars on the road, thereby reducing our CO2 emissions. Not only will this result in a healthier city for all, but it is also in our city's best interests economically. The New Climate Economy Report (2014) states that shifting to high-quality public transport systems will "reduce urban infrastructure capital requirements" while also unlocking significant medium to long-term economic and social benefits.² It is imperative that we think long-term when making decisions about the rebuild of Christchurch. Let's not waste this opportunity to build a clean, green, liveable city of the future.</p> <p>1 Nebel, B. J and Wright, R.T (1997). Environmental Science: The Way the World Works, New Jersey: Prentice Hall 2 The Global Commission on the Economy and Climate (2014). New Climate Economy Report, Better Growth, Better Climate (www.newclimateeconomy.report)</p>							
14-17-8	Yes	<p>An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. In order to increase use of public transport, it must be implemented to a high standard right across the board. The council should be making smart decisions about public and active transport</p>							

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		today to ensure a liveable Christchurch city for future generations.							
179	Yes	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. In order to increase use of public transport, it must be implemented to a high standard right across the board.							
180	Yes	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.							
181	Yes	I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. In order to increase use of public transport, it must be implemented to a high standard right across the board. The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.							
182-184	Yes	An indoor waiting lounge is fully justified given that Riccarton Road is the busiest bus corridor in Christchurch and current bus stops have insufficient shelter and seating. In order to increase use of public transport, it must be implemented to a high standard right across the board.							
185-187	Yes	- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.							
188	Yes	- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.							

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189	Yes	<p>Overall there should be priority in establishing better facilities for public transport with the addition of more and better cycleways and educate drivers on how to be responsible regarding other road users</p> <p>' - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
190-196, 198, 207, 208, 210-214, 217-220, 223, 225-230, 233	Yes	<p>- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
197	Yes	<p>Busses along Ric Road will not function well until they can maintain time schedules. This requires bus lanes and should be a priority over the passenger lounge. That being said I do appreciate the development of this lounge.</p> <p>' - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart</p>							

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		decisions about public and active transport today to ensure a liveable Christchurch city for future generations.							
199	Yes	<p>This lounge is such a no brainer - please support it!</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
200	Yes	<p>An indoor waiting lounge in Riccarton is one of the best ideas I have heard in a long time. I only wish this had been proposed sooner!</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
201-205	Yes	<p>- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
206	Yes	<p>Coming up from Dunedin I use the buses when I can and look forward to having excellent public transport in the future.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the</p>							

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		<p>footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <ul style="list-style-type: none"> - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 							
209	Yes	<p>I am a Wellington resident who travels to Christchurch reasonably often and relies on public transport to get around while there. Building a high quality public transport system is vital to the smart economic development of Christchurch - see Chapter 2 of the New Climate Economy report, Better Growth, Better Climate: www.newclimateeconomy.report</p> <ul style="list-style-type: none"> '- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 							
215	Yes	<ul style="list-style-type: none"> - An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. 							
216	Yes	<p>Public transport is not a choice for so many people but their only option to get around. Please provide warmer and more spacious facilities for those who are waiting for buses.</p> <ul style="list-style-type: none"> '- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified. - I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities. - In order to increase its use, public transport must be implemented to a high standard right across the city. - The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations. 							
221	Yes	<p>Christchurch's rebuild (its momentum and character) is currently being disproportionately determined by private interests - this is antithetical to creating a city that represents and works for the people who live in it. The provision of public facilities is incredibly important if we</p>							

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		<p>are to collectively create a smart, sustainable, accessible, and democratic community.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
222	Yes	<p>This is a great step in the right direction! Having spent a couple of hours talking to bus users in Riccarton it is clear that this is something the public want also.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
224	Yes	<p>The bus stops should also support cycling, for example, bike stands at the stops, and cycle lanes leading to and from the stops.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
231	Yes	<p>Riccarton road is extremely dangerous for cyclist, especially around the bus-stops near Westfield mall, if buses were diverted to a special platform area like the one at Princess Margaret hospital this could save lives. And although parking space is obviously important to the owners of Westfield mall they would surely benefit more from better public transport access and all it should take is the CCC's</p>							

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		<p>cooperation.</p> <p>'- An indoor waiting lounge at 123-125 Riccarton Road and new bus stops from 114 to 120 Riccarton road are fully justified.</p> <p>- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
23 2	NI	<p>A pedestrian crossing at the bus stop would be really useful.</p> <p>'- I want Christchurch to follow in the footsteps of the most liveable cities across the world, all of which have excellent public transport facilities.</p> <p>- In order to increase its use, public transport must be implemented to a high standard right across the city.</p> <p>- The council should be making smart decisions about public and active transport today to ensure a liveable Christchurch city for future generations.</p>							
23 4	No					<p>I would like to confirm that I think Kauri Street is a unique street that requires no changes at all. Traffic travelling along Riccarton Road always shows consideration for entering and exiting for those of us who are lucky enough to live here.</p>			
23 5	NR			<p>The Central Riccarton Residents' Association Inc believes that any decision to site a bus super stop and passenger waiting lounge in Riccarton must satisfy the following criteria: 1. A consensus must be reached with those parties most adversely affected by the proposed installation at Division Street. This does not just mean asking people what they think and then going ahead with the proposal anyway. Such a form of consultation does not meet the standard for consultation required by the Local Government Act as determined by Court of Appeal decisions. 2. Installing such a site must come at a reasonable cost to the ratepayer - not only the initial cost but the cost of maintenance into the future. There is concern that that the taxpayer/ratepayer will be upgrading a privately-owned building to a much higher building standard than it currently has at very considerable cost and then when</p>					

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				<p>the lease terminates, the owner of the building is left with a vastly superior building without having paid for the upgrade. We have concerns about the way this issue has been discussed at times at council in publicly-excluded meetings. This is anti-democratic because it means the public - the ratepayers - have no opportunity to assess the credibility of advice given by staff to councillors. This inevitably means that councillors are reliant only on the staff viewpoint and not on the views of ratepayers which could point to flaws in the staff advice. And in 2013 there were extremely serious flaws which could have led to action against the council being taken in the High Court because there had been no proper consideration of alternatives. The ratepayers have already suffered by an extremely expensive report commissioned last year that was quite inadequate for the purpose and advice emanating from a public relations company that until the very last moment suggested only a handful of business owners on Riccarton Road were opposed to the proposal of the time when in fact 100% were opposed.</p>					
236	Yes				<p>Provided the bus stop previously located on the north eastern side of Riccarton at the intersection of Riccarton Roads Clarence Street and Straven Road is put back in place.</p>				
237	No		<p>As a property owner we have attended all meetings regarding the various location of the bus stop. The present Division St proposal has met with total disapproval from local businesses and general public as we witnessed at Wednesday evenings meeting. I have also canvassed other business and property owners and they all have the same view. I could write a lengthy submission outlining various issues, but in general the attachment written by a fellow property owner describes the situation adequately. Everyone agrees that the present Westfield site is the best and we urge the Council to start negotiations with them again to come to an agreement. The present proposal is not acceptable in any way and never will be, Surely Council staff can see that there are many flaws with the new site and need to rethink its location.</p> <p>Bus Lounge Riccarton Rd Address to Riccarton Wigram Community Board</p>						

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			<p>I would like to address the Bus Lounge concept for Riccarton Rd. According to this proposal, the Lounge will ease traffic congestion and encourage people to use the quality facilities. I propose that in fact, it will be exacerbate current problems. There are three aspect to this concept that I would like to address 1. The Practical 2. The Financial 3. Health and Environment</p> <p>Practical This is the third attempt to locate the Bus Lounge and probably the most ill conceived of all. It is more of a case of where else can we put it. Lets be honest it's a bus stop with a roof on it. The latest figures I saw were that 32% of all Christchurch shoppers shop at Riccarton Mall. That is why the most used bus stop in Riccarton is located there. Buses currently pull into an area recessed off Riccarton Rd; the new proposal moves it to a narrower part of Riccarton Rd. If the proposed bus stop goes ahead the existing land use will revert back to Westfields. If the new lounge concept doesn't work there may be no going back. Riccarton has undergone a renaissance since the earthquake Cafe bars, restaurants and a higher standard of retailing, we are looking at nearly 100% occupancy rate of retail space. This proposal will do nothing to enhance the shopping experience in fact it will be detrimental. The lounge will not be staffed and will become a hangout for undesirables in the community and a daytime dos house for the home less. It will not be an area conducive for elderly bus patrons.</p> <p>Financial All projected need to be financially viable This lounge will cost half a million dollars to set up and \$3,500 a week to operate. In three years it will cost 1 million dollars. If it ain't broke why fix it Recently the council announced it was running out of money to repair earthquake-damaged roads. Whether it rate payers or tax payers money surely this money could be spent in parts of Christchurch were it is actually needed.</p> <p>Heath and Environmental The bus stop on the north side has no lounge; this means the footpath is going to be crowded. If they are not standing on the footpath they are leaning on shop fronts. Etching and graffiti are problems associated with super stops. And based on previous experience from retailers we can expect surprise in the morning such as</p>						

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			vomit, urine cigarette butts and even faeces. Where the bus stops are currently located it is in relatively open space. The new location proposes the two bus stops are in a confined area, canyon-type effect There us already pollution in Riccarton Road, we know we clean it off our windows every day Up to four buses idling in a confined area is of a concern-they will be pouring clouds of diesel fumes onto pedestrians and shop workers There is also the problem of noise pollution so close to the footpath and reverberating so close to shop frontages Riccarton shopping area needs a vision, a common purpose that fulfils the needs of both residents and businesses together We need leadership and a current goal not a series of ad hock proposals that address only the needs of a self-interested bus transport committee. I ask that the community board seriously consider out proposal to the lounge and vote accordingly						
238	No							It is with anoyance and frustration that here we are again trying to defend the existance of our business that has served the area for 20yrs. Why is there never any consideration goven to the small businesses that make up our community. Westfields let them provide what is needed for their clients - not us. We depend on 2 way traffic in & out of Division Street as do other Riccarton Road retailers that have back off street parking accessed from Division St. Why another bus lounge there are enough coffee shops - now you are just making an unsafe dirty place. Leave the bus stops where they are it just makes good common sence which seems to have been lost along the way.	
239	YQ				I support the facility being built but fail to see why is must be big enough to host 100 people - It is meant to end up as a sit down area for tired shoppers. The idea to make it easier for the buses but do not feel it is nor meant to be a a lounge. Sadly Riccarton is a hot bed for vandalism & wants damage have had my share of such. Am definitely opposed to cafe facilities there are already enough busines's cafe etc paying huge rents trying to make a living				

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240	No					We strongly oppose the plan. 1. The proposed lounge is unnecessary and risks being used by non-passengers for high risk activities. 2. The proposed access restriction at Kauri Street is an imposition on residents and a gross inconvenience. 3. The plan is a compromise due to Westfield Shopping Centres lack of co-operation. Compromises are never satisfactory. The Council has pandered to Westfield for too long, at the expense of residents. 4. Residents should come first!			
241	Yes	"No food outlets" "No WI FI and screens" A warm well lit waiting lounge regular cleaning, security cameras & patrol yes also seating. I have been using the bus service for over 30 years (I do not drive) We don't need to encourage the likes of out mental health people every day there is someone asking for money cigarettes. They frequent P.M.H. Hospital Riccarton Mall Barrington Mall "Please take note"							
242	Yes	The location of the proposed super stop is a compromise: the front of the mall would have been ideal but the decision cannot be put off indefinitely and I will be happy to have a warm dry place to wait finally!							
243	Yes	Public transport vehicles should be given priority on Riccarton Road, given the number of services using it. It appears that a bus lane is proposed for the westbound buses as they approach Matipo St, but not between Rotherham and Kauri St, so the buses will benefit from by-passing the queue at Matipo St only. Having parking on the north side of Riccarton Rd between Kauri St and Division St, but on the south side between Rimu St and Division St, makes sense as it gives a spread of kerbside parking. Stopping vehicles exiting Kauri St is also sensible and should improve traffic flow and safety. Having Division St as 'left-in-left-out' will make it difficult to access if approaching from the west, but it should make it safer for pedestrians (and simplify signal control at the Riccarton-Division intersection). I suspect there might be a bit of a problem with car turning left into the Westfield car park conflicting with buses leaving the super stop. The bus lounge is very good, in terms of its proximity to Westfield and making bus services more attractive to people going to/from Westfield.							
244	Yes	The passenger waiting lounge will need to have toilets that are cleaned regularly. The bus exchange toilets are filthy and need to be cleaned more often.							
245	No		It's the biggest load of rubbish I've heard of. I know no notice will be taken - I commented on stupid change of routes but I know you don't give a damn about anyone with no car- and 70 yrs old as well. Thanks for absolutely nothing.						

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246	No					<p>I am a trustee of the JG & JL Hardie Family Trust, owners of the above property. Thank you for sending me a consultation document. The Trust opposes the part of the proposal relating to the changes to the intersection of Kauri and Riccarton roads. Reasons are:</p> <ol style="list-style-type: none"> 1. It does not seem to be justified by the intended position of the new bus stops. 2. Perhaps (not clear) it is intended to create some extra parking options. If so, it can't be many. 3. The expense of reconfiguring the intersection is not justified given the economic position of the CCC. 4. It will hinder access and ingress for affected residents without stopping the "rat-run" at peak traffic times from persons avoiding Riccarton Rd traffic. At non-peak times this is the logical movement for local traffic, and there are no safety issues. <p>I would be interested in understanding the reasoning for the proposed changes, which don't make sense to me as an RMA lawyer who has spent a lot of time in the company of CCC traffic experts. Perhaps you could drop me a note or ring me on 3663557</p>			
247	NI			<p>Having carefully considered all 3 proposals from the point of view of an immediate property owner and a rate payer I would like to make these comments:</p> <p>This proposal is preferable to the 119 Riccarton Rd proposal for the shops on the south side of Riccarton rd as the buses are no longer discharging diesel fumes (a known carcinogen) constantly into the shops and the large number of people blocking shop doorways and smoking on a narrow foot path will be remedied.</p> <p>My concerns for this proposal are the lack of toilets, bike racks, full time security (cameras alone will not stop anti social behaviour). I understand this building is only 31% of NBS and it has a veranda that has dropped several inches before the earthquakes. The cost of a new veranda, EQ strengthening, wall removal, new entrance and fit out would be more than a simple high stud single storey purpose built facility covering the whole site.</p> <p>You would then have room for toilets, coffee shop, bike racks and room for plenty of seating. The facility would then be attractive with full glass walls to give good visibility to and from the street and could be used for longer if a new facility can not be</p>				<p>When Division Street was closed for the Westfield Mall development, Westfield should have been made to provide access from Rotheram St to Division St. Removing the right entry turn option from the west and the right exit turn from Division St will increase traffic flow around the area and have a detrimental outcome for the business that have car parks off Division st. Can Westfields service lane be opened to the Public?</p>	

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				<p>found in the 5 to 10 years time frame.</p> <p>As a rate payer it is essential the rent negotiated is backed up by a valuation. As a guide I have just reviewed my rent, using 2 valuers, at 121 Riccarton Rd at \$435/m2 for the Baby Factory and \$370/m2 for Art of Sewing. The camber of Riccarton Rd in this section is very steep. Has this been checked to see if the tilting buses can get close enough to the pavement to discharge disabled passengers without hitting verandas? Widening the footpath 500mm makes this part of Riccarton Rd, that is already very narrow, even narrower making it dangerous for cyclists.</p> <p>In summary I believe option 3 like option 1 are very expensive options and not a prudent use of the money from Government and Council. I am sure the Govt will not be handing out another \$6 million to council when and if you find a permanent solution and will the council have overcome its funding issues by then?. I realise Council is under a lot of pressure from Ecan but that is not a good reason to waste money.</p> <p>I believe Council's best option is to extend the existing stops by Westfield and if possible add some more shelters. This way, at minimum cost, a temporary solution, that could be operational by April, would be provided. A long term solution involving the Council's Clarence St site combining the interchange, library, service centre and hall could then be worked through to provide a long term solution that Riccarton would be proud of.</p>					
248	Yes	The proposed plan should be a temporary solution to the transport issue. There will still be too much traffic congestion on Riccarton Road. A dedicated bus station separated from Riccarton Road will seem to be the best solution. The bus lounge is a good idea for comfort and security.							
249	Yes	Submitter provided no comment							
250	No		I would like to register my objection to the proposal to have a new bus terminal on Riccarton Road. The existing system works really well - and with the frequency of the buses who will have time to sit in a lounge, apart from noisy teenagers and layabouts. -						

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			<p>We certainly do not need yet another cafe in Riccarton - there is enough litter and vomit on the footpaths already.</p> <p>If the condition and the behaviour of the some of the users of the city terminal is any indication what we can expect from this new facility we can do without it.</p>						
251	No		<p>I am most concerned about the proposed bus lounge on Riccarton Road. I fully understand that Riccarton Road is an important corridor but having a lounge there is going to increase the amount of people milling about and in general hanging about. People will congregate in the lounge and that is when trouble will begin. With the Lounge on one side of the street you are going to have people trying to cross over the street to get to the bus stops on the other side. People will not walk to designated crossings if they can try and cross the street directly to a bus stop. At the moment the bus stops up Riccarton Road by the Mall are a problem with people trying to cross the road and when driving along Riccarton Road you have to be very aware of people standing in the middle of the road or even coming out in front of the buses. What about the businesses that are by the proposed bus lounge do that want people milling about in front of their shops? I very much doubt it. The cost of this Lounge is enormous and then the running costs on top of that will be an ongoing cost. I am sure that these funds could be better used elsewhere. I am sure that there are better solutions to this and do realize that there was discussions with Riccarton Mall and the council but it reached an impasse.</p>						
252	No		<p>My thoughts are... if there is to be a lounge it should be manned by personnel that can both cope with cleaning aspects but also any hooligan type behavior as these types of areas can fast become dirty and unsafe if personnel "in authority" is not present. I cannot see why "with further negotiation" that an elongated lounge / shelter be erected where the bus stop is at present. It does not impede on any other foot traffic in that area other than bus patrons and maybe a few pedestrians not using the bus.</p> <p>I did send these thoughts to Deb Rowley but I realise I made a small area with my left and rights... (always been my problem)</p>			<p>Kauri Street I believe should be access to the left from Riccarton Road and egress into Riccarton Road but only to the left or not at all as there is egress on Rimu St. The Rimu St entry to left off Riccarton Rd and egress on to Riccarton Rd should remain as this is the alternate for locals in this immediate area other than Straven Rd which at times is almost impossible to access.</p>			

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253	No		I live in Riccarton near the proposed new bus lounge. I also work in Riccarton mall. I walk to work and home again. Since the opening of the Fox and ferrat I have had to be cautious when walking home on a late night. With this new unmaned bus lounge I will now have to be even more aware as anyone could be in there watching for a lone victim. Not so many years ago we had a rapist in riccarton. I don't recall if he was ever caught. Some of the late nights in the near future will be midnight. I do not have the luxury of having transport and even if I did the staff car park is a full block away and then a lift up to the 3rd floor. The mall does not supply any security to walk staff to their cars. Please re consider the placing of this lounge and the lack of security in it.						
254	Yes	Café facility is a must (At least a barista) Café hours should be from early to late say 6am - 9pm							
255	No					This is a big mistake! (1) Kauri Street will become a built in fortress with limited access to come & go. (2) As well as the limited access this present plan creates on Riccarton Road & Kauri no thought has been given to the congestion & flow in a 2 mile radius. (3) The first 'Riccarton Bus Super Stop in conjunction with Westfields was excellent. Why have the two parties not continued to work together to solve the problems they have over this site rather than coming up with an impractical 2nd replacement? Just stubborn pigheaded politics. Division Street & Rimu chaos is not the answer.			
256	No		I do not support the proposed super stop & passenger waiting lounge at Division Street as it will definitely have impact on my home/family as we reside in the area where this proposal is planned. Riccarton Road is extremely congested already without this bus lounge. We have lived in Riccarton for the last 30 years & caught the buses outside westfield shopping mall without this lounge. It would allow young people to congregate & definitely will be a problem with noise & undesirable behaviour. In addition the health & safety aspects of bus fumes, taffic congestion If a bus lounge is favoured the best position would be where the bus stops are currently outside westfield mall. My preference would be no bus lounge at all in this area. I utilise the bus service outside westfield & do not believe a bus lounge is necessary - keep it in the city not in residential. Please consider my submission.						

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257	No		<p>My name is XXXX for the last eight years I have been the proprietor of a sewing shop located at 98 Division Street called Art of Sewing</p> <p>It is well to start with the fact that there is general recognition that a facility of this type is required in the Riccarton area. The matter at hand is the location of such a facility.</p> <p>Of concern is the number of issues that such a facility creates depending on its placement. The first point I wish to raise is that such a facility is a vital part of the city and it appears that two of the last three proposals have been based on the availability of vacant retail space. And while this could be considered a good use of resources the plain fact is that the 2800 people boarding busses each day between Matipo st and Kauri street are not doing so to visit my store but I submit to visit the what was when it was created the largest shopping mall in the South Island. While there is no legal requirement for Westfield to provide a bus facility I believe there is a moral imperative for Westfield to work with council to produce a better solution as was mooted with the last proposal given.</p>					<p>The greatest impact this proposal will have to me is significantly reducing the accessibility of the sewing and creative public to my store. The proposal as it stands limits access to Division Street. Currently this street is accessible in both eastbound and west bound direction from Riccarton Rd. In the practice of carrying sewing machines to people's cars over the last eight years I have observed that customers have a variety of transport needs, and park not only in the car parks we provide but on Division St and also on the southern side of Riccarton Rd. The fact that they do not park on the northern side of Riccarton road suggests that people coming from the west have a habit of turning into Division Street. To limit this access as this proposal suggests will seriously hamper my business and for the greater benefit of Westfield Riccarton customers. The Bus lanes proposed limit parking on the south side and also give visual obstruction to traffic wanting to access division Street. Again this proposal seriously affects the ability of my customers to access the services of our business. My landlord Arthur McKee has on a number of occasions submitted to council that the intersection of Division Street and Riccarton Rd should have the traffic lights removed I wish council to know that I am not in favour of this proposal as it limits access to my retail operation which has already been reduced by the development of Riccarton Mall across Division Street. I would therefore ask that the council reject the proposal of a bus exchange at 123-125 Riccarton Rd and that the previous option on the car parking at the north end is reopened or that an alternative bus route is proposed on Maxwell street Matipo St corner</p>	

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258	Yes	<p>Thank you for the opportunity to comment on the proposed Riccarton Super Stop and passenger waiting lounge at Division Street. CERA fully supports the proposal as detailed within the plan documentation. A recommendation to further improve the proposed design is also included at the bottom of this letter. CERA considers that the development of the Proposed Riccarton Super Stop supports provisions within a number of earthquake recovery planning documents. These include the Recovery Strategy for Greater Christchurch, the Land Use Recovery Plan, and the Christchurch Central Recovery Plan. The Recovery Strategy for Greater Christchurch includes Goal 5 which is to: Develop resilient, cost effective, accessible and integrated infrastructure, buildings, housing and transport networks by; The supporting goals for Goal 5 that are relevant to the super stop proposal include:</p> <p>5.1 coordinating and prioritising infrastructure investment that effectively contributes to the economy and community during recovery and into the future;</p> <p>5.4 developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices.</p> <p>CERA consider that the Proposed Riccarton Super Stop is consistent with these goals. The Land Use Recovery Plan states in section 4.4.2 that a new model for public transport has been initiated and refers to the integration of key activity centres as part of this model. The Land Use Recovery Plan subsequently includes Action 41: Transform public transport. This action includes the provision of a suburban hub at Riccarton as part of the wider public transport recovery package agreed to by CCC and ECan. CERA acknowledge that the Proposed Riccarton Super Stop therefore gives effect to Action 41 of the Land Use Recovery Plan through providing a suburban hub at Riccarton, and is pleased to see the advancement of this work. It is noted that the proposal is also likely to help achieve outcome 13 of the Land Use Recovery Plan which is that "An attractive and financially viable public transport network supports significantly increased use." CERA has been working extensively with both the Christchurch City Council (CCC) and Environment Canterbury (ECan) as part of An Accessible City, the transport chapter of the Christchurch Central Recovery Plan. The Recovery Plan details that it "will support the re-establishment of central</p>			<p>One design aspect worth considering is the inter-visibility of passengers at the lead bus stop on both the north and south side of Riccarton Road. The proposal shows that the two super stops are offset meaning that there is further separation between the lead stops than if the stops were opposite each other. This separation reduces inter-visibility which reduces the passive surveillance element of the design, particularly during periods of low passenger demand and when light levels are low. If there was opportunity to relocate the eastbound Super Stop adjacent to the westbound Super Stop this will deliver the benefits outlined above. We believe that these benefits can be adequately balanced with the requirement to provide sufficient footpath width at this location as part of the detailed design process.</p>				

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		<p>Christchurch's function as the primary activity centre for greater Christchurch. Ensuring central Christchurch has reliable, safe, effective and efficient connections to the rest of Christchurch and Canterbury is vital for the recovery of the central city and of the wider region. The transport system will allow people to travel easily between the central city and other parts of Christchurch central and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving".</p> <p>An Accessible City also seeks to cap private vehicle use at pre-earthquake levels by providing enhanced accessibility to walking, cycling and public transport. To achieve this key outcome CERA has been working collaboratively with CCC and ECan to ensure public transport infrastructure within the central city creates a compelling environment to promote and sustain mode shift in favour of public transport. The proposal for a Super Stop and Passenger Waiting Lounge in Riccarton creates an enhanced environment for public transport passengers which aligns closely with the Land Use Recovery Plan and the principles of An Accessible City. In particular:</p> <p>The development of a suburban hub for passenger transport at this location is outlined under Action 41 (Transform Public Transport) of the Land Use Recovery Plan and this proposal assists with the delivery of this objective.</p> <p>The principle of a Super Stop at this location is consistent with those proposed on Tuam Street adjacent to Christchurch Hospital and on Manchester Street immediately adjacent to Worcester Street. This consistency across the network will provide improved legibility of public transport infrastructure for passengers. The location of the passenger waiting lounge adjacent to a pedestrian signalised crossing provides a high level of service for pedestrians allowing them to easily exit the lounge and access the bus services on the north side of Riccarton Road.</p> <p>We look forward to our continued collaboration with both CCC and ECan in the delivery of an enhanced city-wide public transport system and we welcome the opportunity to provide further input as this proposal progresses to detailed design.</p>							
Note -consultation numbers don't match document number system owing to removal of some submissions during consultation									