

Peak hour bus lanes

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
20489	support		Peter Kuok	
20488	support	Understand the necessity of the bus lanes, just as the cycle lanes encourage cyclists hopefully the bus lanes will encourage bus use	Charlotte Morton	
20486	support	This would be less damaging to local businesses than permanent bus lanes or 4 laning	Graham Robinson	
20467	support		Gareth Wright	
20435	support		Tom Fenton	
20423	support	Excellent idea. Very well reasoned approach to reducing traffic on Lincoln Rd.	Callum Stewart-Ward	
20346	support	I want a bus lane. I want a priority bus lane which makes the buses go fast.	Shane Woodeock	
20345	support	I support this plan and its arrangement of public transport use by making schedules more reliable at peak times	Callum Stewart-Ward	
20335	support		Pauline Dawson	
20333	support		Steve & Lucy King	
20317	support	I support all bus lanes.	Liz Nuttall	
20262	support		Carol Bent	
20145	support	Would be good if it were also marked so that cyclists are clear that they can use. How are cyclists and buses both able to use at peak time if other lanes are full of cars? Are cyclists supposed to move into car lanes? Will there be room for cyclists?	Joanne Robertson	
20087	support	Support the bus lanes.	Michael King	Loprinzi Properties
20083	support		Mrs Gay Toth	
20068	support	This will have some effect on our business, but the need for more efficient Public Transport is high on this route. I notice that heading INTO town in the evening is also very congested from 4.30pm - 5.45pm. Are there thoughts / plans for bus laning 4-6pm Eastbound on Lincoln Rd. Would the morning bus lane times ever be extended? Is there precedent for this elsewhere in CHCH or other NZ cities. This would impact our business parking more.	Adrian Palmer	Addington Coffee Co-op
20000	support		S Fergusson	
19982	support		Hannah Gosling	
19794	support		Mrs H R Symonds	
19788	support		Reilly Price	
19787	support		Warren & Carolynne Price	
19773	support		Karen Todd	Jeff Dermott Ltd
19760	support		Amanda Kennedy	

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19757	support		Sheree Dixon	
19756	support		Michael Fenton	
19750	support		Greg Andrews	
19682	support		Sue Brown	
19513	support	The shortened travel time would encourage more members of our team use the Orange bus to get to work.	Andras Iranyi	Arvida Group
20414	support		Mrs Ringrose	
20350	support		M James	
20024	support		Crystal Wang	
19999	support		Carolyn Murphy	St John Community Store
19984	support		S Fenwick	
20250	support		Jayesh M	
19797	support		Georgina Bunz	
20472	support		Kate Haley	
20218	support		Warwick Jones	
19503	support		James Stent	
20469	support		James Bell	
20397	support		Natalie Brodie	
19552	support	A key to having part time bus lanes is to ensure that they are used by buses and are enforced to prevent people from parking or stopping in them.	Tom Williams	
19830	support	Yes, anything to reduce car traffic is a good thing, so making public transport more attractive is great. Should be free.	Caleb McNabb	
20428	support		Nick Bristed	AECOM
20270	support		Kim Davies	Bill's Bar
20252	support	Like the concept	levi martin	
20249	support	Think this is a great idea, so busses can keep to their times and to encourage more users.	Carolyn Nicol	Carolyn Nicol
20221	support		matthew mauheni	
20220	support		pauline mauheni	
20215	support	I would advocate for extending the bus lanes to the traffic lights. Then prioritize buses at traffic with additional signals for buses only.	Scott Wernham	
20209	support	I'm all for increased public transport!	Peter Galbraith	
20169	support	Lincoln Road is a direct corridor between southwest Christchurch and the Central City, so should have dedicated bus lanes on that basis alone.	John Falconer	

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		It will greatly improve the people moving capacity of Lincoln Road during peak periods and have relatively minor impacts on other road users.		
19864	support		Peter Graham	
19742	support		Michael Brathwaite	
19718	support		Mike O'Grady	CDHB
19609	support	see below	Martin Fraser	
19602	support	Why are buses seen as essential when many of us do not have a service near by.	Dawn Martin	
19549	support		Emma Jamieson	
19531	support	This initiative is long overdue but is very welcome. As a matter of general principle I support the idea of public transport being preferred over private transport especially cars. Ideally buses would enjoy 'uber-priority' i.e when they seek to pull out from a bus stop, cars etc must give way. Ultimately ChCh needs to provide incentives to use buses and disincentives to cars. The Lincoln road initiatives proposed are consistent with this approach and also makes Lincoln road safer for cyclists.	Philip Strang	
19516	support	I love the idea of more / easier to use public transport	Holly Nutt	
19502	support	Great idea..They work well in other cities I've lived in (Brisbane, Vancouver, London). Anything you can do to encourage people to use public transport or better yet..bike!	Alison Beatty	
20069	support	We need more mode shift to make the environment healthier for cyclists and pedestrians. Air pollution is a big problem.	Simon de verteuil	
20462 Attachment	support		Bronwyn Larsen	Canterbury District Health Board
19532	support		Scott Gebbie	
20208	support		Troy Thomas	
20053	support	However, the Moorhouse Avenue peak hour bus lane should be operational from 4pm to 6pm Monday to Friday only, and not for twenty-four hours a day, seven days a week.	Mike Mora	Halswell-Hornby-Riccarton Community Board
20051	support		Frank Donald Pankhurst	
20337	support	A great idea. I use this route daily to travel to and from work via. car and cycle and see positive benefit for traffic flow and safety of road users.	Chris Mercer	
20160	support	Excellent!	Ray Williamson	
20120 Attachment	support	See attached file	David Hawke	Halswell Residents Association (Inc.)
20111	support	I bus from Richmond Avenue to the city almost every weekday, and I support bus lanes.	Hayley Stewart	
19827	support	I support the proposed bus lanes	Grant Aldridge	
19822	support		Jess Leach	

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19821	support		Matthew Nicholson	
19769	support	I would support them being for more than just peak times	Vernon Rolton	n/a
19746	support	Good idea, I support increased spending and support of increasing public transport in the city, better public transport is essential to moving Chch forward	Duncan Henderson	
19603	support		Cody Cooper	
19580	support		Isla Stewart	
19509	support		Paul Hixson	
19824	support		Stacey Nicholson	
20479	support	Good incentive to take the bus instead of drive, hopefully!	Fiona Bennetts	
19542	support		Rebekah Ayrey	
20227	support		Noel Whiteside	
19508	support	Great idea. Incourage public transport use, less cars on the road, faster vus commute time, less emissions.	Simon Hay	
20440	support		Teresa Crequer	
20332	support		Deon Joubert	
20159	support		Okirano Tefai	
20025	support		David Tier	
19985	support		Jazz & Scott McLean	
19792	support		Susan Noseworthy	
19759	support		Ally McGilvray	
19504	support	As long as this is confined to lincoln road and is not considered for residential Halswell Rd	Susanne Wright	
19980	support		Nigel Ferguson & Nicky Polson	
20468	support		Ann-Marie Mulligan	
20480	support	I commute up Lincoln Road every day, generally by bike, sometimes by bus and occasionally by car. I think the bus lanes will be great for cycle safety, and obviously will make the bus a much more attractive option. And will have almost no impact at all for the odd time I drive so seems like a win-win-win situation.	chris Morahan	
19847	support	Buses should be prioritized over cars at peak traffic to encourage use and ensure they can quickly get to where they need to go. I would however suggest considering better 24/7 protections for cyclists.	Michael Campbell	

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19809	support	Support them as long as they are wide enough for a cyclist to pass a bus comfortably on the right without entering the vehicle lane.	Carl O'Neil	
19779	support	Will the bus lanes be shared use with bicycles and scooters??? Or will existing bicycle lanes be retained?	Emma Postles	
19734	support		cornelis Tabak	
19709	support	Much more sustainable longer term strategy for the corridor. Will be good to see this design approach being supported by other behavior change initiatives to achieve a mode shift in the corridor and a more attractive location to spend time in	Mark Gregory	
19680	support		Carrie-Anne Grant	
19519	support		Aric Thorn	
20099	support		Ian Oxley	
19511	support		James Foote	
20457	support	<p>SUBMISSION ON LINCOLN RD AND MOORHOUSE AVE BUS PRIORITY IMPROVEMENTS</p> <p>Details of submitter</p> <ol style="list-style-type: none"> 1. Canterbury District Health Board (CDHB). 2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development. <p>Details of submission</p> <ol style="list-style-type: none"> 3. We welcome the opportunity to comment on the Lincoln Road and Moorhouse Ave Bus Priority Improvements . The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively. <p>General Comments</p> <ol style="list-style-type: none"> 4. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the social determinants of health . The diagram below shows how the various influences on health are complex and interlinked. 5. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact . 6. The greatest health risk associated with transport is physical inactivity, this far outweighs the next two greatest risks; road traffic injuries and air pollution . Less than half of New Zealanders meet activity guidelines recommended by the Ministry of Health . The incidental physical activity which occurs when using public transport has potential to contribute to good health outcomes such as lower risk of cardiovascular disease (heart attacks and strokes), 	Martin Pinkham	

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		<p>depression and diabetes . Therefore the CDHB strongly supports any measures to encourage physical activity. Australian evidence suggests that increases in walking to access public transport, even as little as 8 minutes per day, lead to significant increases in physical activity and improved population health .</p> <p>7. In order to promote the use of public transport and see the associated population health benefits, the built environment must be designed to ensure public transport is as efficient and convenient as travelling by other methods, particularly private cars. Bus priority lanes are one such environmental change which works towards achieving this goal.</p> <p>8. The CDHB supports the proposed bus priority improvements and has a number of recommendations for consideration which would further improve health outcomes for the community.</p> <p>Specific comments</p> <p>9. The CDHB recommends that the bus priority lanes on Lincoln Road and Moorhouse Avenue operate at all times rather than only during peak periods as proposed. In order for bus priority lanes to be effective, they need to be clear, consistent and permanent.</p> <p>10. The CDHB does not support the provision of on-street parking on Lincoln Road when the bus lane is not in use. When multiple modes are sharing such a busy, constricted space, parked cars significantly reduce visibility for all modes and create additional hazards, particularly for people who walk and cycle. As per the proposed draft suburban parking strategy, space for walking and cycling should be prioritised over and above provision of on-street parking. Removal of on-street parking will also enable traffic to flow more freely, reducing congestion and subsequent emissions.</p>		
20458	support	<p>I support the idea of a bus priority through Addington village. However, this support is contingent on having bus priority in other parts of Lincoln and Halswell Roads e.g. instead of the 4 laning that already exists between Wrights Rd and the Barrington St/ Whitleigh Ave intersection, and only if the work intended between Curletts Road and Wrights Road is specifically for public transport priority rather than 4 laning as outlined in this plan. Without changing other parts of Lincoln/ Halswell Rd to prioritise buses, I see little point in the plans outlined here for Addington Village and I would oppose this proposal.</p> <p>I also strongly oppose 4 laning through Addington Village which would destroy the place and change its character completely.</p> <p>I am surprised that the proposal appears to suggest widening the existing road to three lanes, with bus priority toward the city during the morning peak and on-street parking at other times.</p>	Chrys Horn	

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		<p>The proposal toward Halswell (as I read it) is simply a widening to accommodate an extra traffic lane (rather than bus priority at that time of day). I would like to ensure that there is a plan for buses to have priority for both rush hours on as much of Lincoln and Halswell Roads as possible.</p> <p>I strongly support the proposed width of the bus lane, to facilitate the safe overtaking by a bus of a person on a bike, and visa versa when the bus is pulled over.</p>		
20211	support		Henrietta Hall	
20074	support	A great idea to move more people down a congestion corridor and facilitate future growth to southwest of city.	Andrew Smith	n/a
19796	support		Heidi Jerard	Westpac
20474	support		DJ and GN Price	
20413	support		B A Martin	
19998	support	Will free up travel time	Alison Chambers	
19861	support	Good.	Kelly Perazzolo	
20226	support		Steve Boyd	
19778	support		Ann O'Grady	
20429	support	Hours of operation should be extended.	Derek Walsh	-
20471	support		Barbara J Bell	
19897	support		Scott Wasley	
19479	support		Rick Houghton	
20212	support	I support priority bus lanes in this and other areas.	Logan Smedley	
20080	support	Will also improve cyclist safety	Kevin O'Grady	
19819	support	I agree that both Lincoln Road and Moorhouse Avenue should just be restricted to peak hours	HELEN FAYE PARFITT	
20291	support		L N Davey	
19478	support		dave gardner	
20230	support	Hoping the traffic lanes will be a little wider than St Asaph	Phil Tough	
19506	support	No issues from St John at all	Craig Downing	St John Ambulance

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20020	support	I fully support the peak hour bus lanes. This is a congested road and the bus lanes will allow the Orange line to move through this section much more rapidly. This will help improve bus patronage which is in turn good for the planet :-) I would like to see the afternoon Hallswell-bound bus lane hours extended to begin earlier in the day as the afternoon/evening peak begins well before 4pm. I would also like to see the city-bound bus lanes operate in the evening peak as well as I am sure there are many bus users (or potential bus users) who would value a quick connection to the bus exchange to get home.	Arthur McGregor	
20425	support		Sarah McKenzie	
20214	support		Conor Parker	
20084	support	They need to be enforced though otherwise they will be useless. If one car is parked there when it shouldn't be then the benefits are negated. Cameras with automatic infringement backed up by towing away will be required.	Matt Jackson	
20430	support		Robin Duff	
20351	support	As peak hours are only 2 hrs this proposed change would not interfere with parking during the day when it is already hard to find	Rebecca James	
20347	support	Buses need priority. They carry numbers of people and should be able to pull out and stop without getting tangled with cars. It makes sense.	Fred Rohs	
20290	support	1. Same as number 5	Jan Poulson	
20289	support	In some places	Lynda Nyssen	
20225	support		Sunita Siag	
20200	support		Joan Nanartowicz	
20082	support	As long as bus drivers use then I support	Andrew Scott	
19840	support	Overall I am supportive of public transport initiatives, however I dislike how cyclists will be forced into traffic when the buses stop. Also will buses be overtaking cyclists in the buslane as there will be little space for this. This design seems to make it less safe for cyclists and there are several hundred that use this route every day.	Rachael Horner	
19789	support		Ross Williamson	
19683	support		Richard Townshend	
19525	support	Bus lanes at peak hour is a fine idea, as I've seen it can be difficult for buses to get up in down Lincoln Road in peak traffic.	Anthony Brathwaite	
20366	support	Probably the best solution to allow busses to proceed unhindered at peak time traffic	Aarmoud Calje	
20213	support	It currently takes so long that I walk, if busses didn't take so long then I would use them a lot more often	Chaim Jarden	
20224	support		Dev Karwasara	
20473	support	The priority through this area should be for pedestrians and PT users. It is both a destination and a commuter route for both. Currently busing times do not encourage use of PT.	Carina Duke	Blind Foundation

Attachment

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19625	support	Christchurch will not be able to accommodate a growing population without a comprehensive public transport network . Buses move people more efficiently than other transport modes so need more priority than currently enjoyed to be able to do this.	Robert Fleming	
20320	support	I support the proposal to provide peak hour bus lanes along Lincoln Road	Andrew Simpson	
20282	support	extend between hamond and moorehouse	Katherine Simpson	
19556	support		Katie Bowron	
20228	support		Alex Rossi	
20500	support		Earle Williams	
20219	support	I fully support the bus lanes. The problem with peak hour bus lanes though is that the doesn't seem to be consistent policing of parking during the peak hours (from my experience riding buses on Colombo St), and probably little notice taken or confusion about the peak hours on the part of people parking in the bus lanes. I would prefer longer peak hours and strong enforcement of parking to clear the bus lanes, or removal of parking and permanent bus lanes to make efficient movement of people the priority over convenience for people parking on the road.	Matthew Reid	
19960	support	<p>My suggestion is to completely shut down the use of Lincoln Road as an arterial traffic road, and have the are from Hazeldean to the Whiteleigh Avenue traffic lights as a shared space mall area. Over road tree canopies, a 30km speed limit, planted trees on either side of the road, making the whole space an inviting, engaging, safe community area.</p> <p>Think a London Street vibe, but more than that... An Amsterdam vibe. Something unique for the city.</p> <p>I imagine a huge redevelopment that is whimsical rather than efficient. That actually makes people feel happy rather than simply getting them home quicker.</p> <p>I imagine this being a prime op-shop area...vintage shops line the street, with locally made handicrafts, art, beautiful bread, local butchers and of course, Lincoln Rd's already exciting muticultural cuisine- which can only be built on.</p> <p>The local corporate businesses will ad to this vibe, people can come out of work into a kitsch bar or a neat cafe. Imagine business meetings on grassed areas under trees, street musicians adding a lovely vibe, and Saturday morning markets, all in a geographically perfect location. Make Lincoln road a place you could spend a day, not just a commuting portal.</p> <p>The traffic can easily be diverted to Whiteleigh/ Blenheim road, or Selwyn street. The beautiful thing about this section of road is that it is so easily to reassign the traffic. Selwyn street would be such a better choice for a traffic upgrade, leaving Lincoln road as shared space for the community to thrive. Imagine an event straight out of AMI (admittedly, this love will be short lived, but the new stadium is a fair whack of time away) and people pouring onto Lincoln road with a beautiful street at their feet, an artistic feel, and a happy vibe.</p>	Kat Forrester	

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19862	support	<p>Better public transport is important to me please implement this without compromising. I worry that council will implement a plan like the one recently approved for outside Northlands, where the benefit is substantially limited due to buses needing to swerve in and out of general traffic lanes.</p> <p>The times of operation are quite limited please consider;</p> <p>-allowing the citybound lane to operate in the evening as well as the morning;</p> <p>-allowing both lanes to operate midday on Saturdays when traffic can get quite bad; beginning the evening operation at 2:30pm rather than 4pm, to capture the busy after-school period;</p>	Greg Vodok	
19529	support		Greg Edwards	
20229	support	This need to lake into account cycles too	Sion Lewis	
20299	support		Patricia David	
20279	support		Lindsay Richards	
20410	support	Even better if the buses were electric	Holly Lovell-Smith	
20197	support		Kevin Campbell	
19475	support		Peter Murphy	
20424	support	Great inititive and very much needed - now and into the future. The delays, lack of reliability and duration of the bus trip between Addington and the CBD put me off wanting to use the bus to get to and from work in Addington. This proposal would make it a lot more attractive. Please don't water it down to something that only offers a mininal improvement. The bus lanes will also make it safer for people who cycle down Lincoln Road.	Ben Dodgshun	
19812	support	Need to make buses more efficient at peak hours of you want people to shift modes of transport. Buses aren't much use when they are going slower than a private car journey (because they are stuck in traffic and have to stop for passengers)	Shaun Boshier	
20526	support		None None	Environment Canterbury
20348	support		A R De Vaux Dacre	De Ballibus Holdings Ltd
20003	support	This is fantastic, I hope other roads on other bus routes adopt this too.	Kate Richardson	
19593	support		Ashley South	
20412	do not support	No buses should go throw Addington	Murray Holmwood	

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20492	do not support		Bei Kong	
20490	do not support	A totally unnecessary change. If the planning team believe they can save 5 min between Whiteleigh Ave and Moorhouse Ave (approx. 400m) with a lights controlled pedestrian crossing and live railway lines feeding LPC's inland port they are either very optimistic or vey naieve.	G Styles	
20453	do not support	i think this is too early for projecting for next 30 years.also i am worried about the occupancy of the buses in general as well as on the Lincoln road is very low and to spend so much of money on this project can be a added burden on the council and alternatively on the people of the city	Ritesh Patel	Pramukh convenience store
20451	do not support	Lincoln Rd has become very congested, in my opinion I do not accept that designated Bus Lanes will assist here.	Jude Holland	St Johns Charity Shop
20448 Attachment	do not support		Martin Harcourt	Value Cars Warehouse
20434 Attachment	do not support	This will affect people stopping on their way home to purchase goods from retailers	Neal and Gina Parker	Citywide Florist Limited, OHS Consultants Limited and Take 5 Limited
20415	do not support	Decreases street parking and will move more cars into adjacent residential streets	Chong Ho	
20377	do not support	Traffic is terrible during peak hour times. We need to put in more lanes for all vehicles not just buses	lex Macdonald	
20294	do not support	Your planner would not tell us how many people use the buses. Surely this is the first piece of information that we should have available. The Council should look for traffic solutions to traffic problems. Not green solutions to everything. In this case green solutions will not work. Maybe we need smaller busses at time intervals to suit the need. Whether the Council like it or not, over 90% of road traffic is vehicular. Cars and trucks. The way to keep these moving is to keep the roads clear of restrictions and have better traffic controls. When you have dedicated bus lanes, and you only have a bus every 10 minutes, then other vehicles are restricted in the use of the bus lane for the 9.5 minutes that the buses are not there. ie the 90% of vehicular traffic would be restricted. If you had full buses every half minute, (as in Melbourne that your planner keeps referring to), then bus lanes could be justified. The best solution to our problem would be to clear the traffic area as much as possible by restricting footpaths to a reasonable parallel width with no pieces jutting out and having 3 traffic lanes with suitable controls so that two lanes would handle the traffic for all vehicles in the busy direction. The object for traffic control should be to get all people to their destinations as quickly as possible and not restrict the vast majority and favor a preferred few.	Tony Beasley	Property Owner
20263	do not support	This will effect our business trade. 4 to 6 very busy time for our business	Lincoln Road Takeaway None	Lincoln Road Takeaway
19981	do not support		S Faulkner	
19955	do not support	Stop sitting in your castle dreaming up silly ideas the rest of us have to live with and pay for. Reduce our rates not waste more.	Joy Priest	

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19801	do not support	If this invokes cutting off street access then I don't support the changes.	Kayla Moreton	
19790	do not support		Margot Ruddenklau	
19752	do not support	Lincoln Rd has lots of bike traffic so doesn't need bus lanes as that would make it dangerous for cyclists	Kerry Tuttle	
19477	do not support	30kph - really? The police seem to believe it is safe for them to do 80+ already How many extra people are expected to use the buses as a result of these changes?	Mark Seddon	
19791	do not support	By doing that the amount of time gained is not worth the inconvenience they would cause to shops customers	Ray Hobbs	
19639	do not support		Mel None	
20336	do not support	My Concern is for the businesses along Lincoln Rd. Could they lose business between those hours.	Sharon Thompson	
19851	do not support	They make no difference and are bitsy	Evelyn Slape	
19775	do not support		Lucinda Rolton	
19562	do not support		Kylie Moore	
19561	do not support	All they do is slow regular traffic and cause unnecessary congestion	Robin Moore	
19474	do not support		Michelle Cattell	
20411	do not support	Only one bus uses this route. I won't be taking it as I and lot people often shop on the way home. It should be a two lane for cars	Sharon Holmwood	
20199	do not support	Road to narrow	K & J Holcomb	
20570	do not support	Do not need, sort out the lights. Morehouse Ave you have fucked up. No parking in Lincoln Rd will kill small businesses	Nigel Dent	
19564	do not support	The time savings are negigable compared to the disruption to the rest of the population. Rapid high speed transit is needed for real loan gterm growth, not shoehorning in bus lanes. I would support a t2/t3 lane here that could still be used by carpooling commuters as well as buses to improve traffic flow for more people who are unable to use public transport due to the poor route design, and unreliable timings etc.	Andrew Green	
20367	do not support	It would be better to make 2 lanes for all traffic and that will speed up both cars AND buses	Doug Phaum	
20470	do not support		Vincent Moh	
20101	do not support	Citizens of Christchurch barely utilise bus serves despite million of dollars of rate payers money being wasted and massive fiscal deficits	Mark Bailey	
19845	do not support	It's already difficult enough to get into the city without reducing available lanes. These will cause more traffic congestion which is likely to hold buses up from congestion further back. The roads which prevent traffic from turning left or right while an imaginary cyclist travels through the intersection are already causing more congestion. The council needs to focus on reducing congestion, not creating more.	Josie Baker	

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19524	do not support	Removing any car parking spots is too detrimental to businesses and will mean that I will stay away from that area and no longer use the businesses. The bus-lane model is a failure; in terms of being impractical, unsafe to much anti social behavior and they are impractical and essentially a form of "road vermin." I will not allow my children on them and trying to herd people on to buses is a fiction it doesn't work and well not work in Christchurch with electric vehicles coming on steam there will be more cars not less Improving the light signalling would be a lot better to help move traffic along and increase speed from 50 to 80 in rush hour times would be a better model.	Steve Raukawa	
20464	do not support	Do not support it in the format submitted in particular the Selwyn street to Lincoln road proposal. I think more consultation with local business and residents prior to rolling out the proposed plan may have been a good idea.	Scott Ballingall	Supersport Cars Limited
20459	do not support	Unnecessary	Grant Williams	
20253	do not support	Why create a bus priority lane for 1 city block that only 2 bus lines will use?	Jo Molyneux	
19841	do not support	Peak hour bus lanes do nothing apart form annoy motorists. Fix the transport system as its broken and no one uses it.	Cameron Taylor	
19736	do not support		Zoe Sewell	
19723	do not support	trouble now is that many roads that had two lanes traffic on them now only have one as now they have a bus lane and cycle lane and still same amount of cars so you now have long waiting streams off cars or you have roads with footpaths then cycle lane then a little concrete rise then car parking then the road these were once a good flowing roads and some of bus only have hand full people on them .	ian jones	
19563	do not support	Colombo street has similar bus lanes and it's awful, the council should be promoting walking and cycling the last thing we need is more lanes on narrow roads. Bus lanes hurt small business the council need to look after them, peak hour traffic is the best revenue generating time for cafes, bars, dairys and restaurants commuting traffic often stop at this time, by putting a bus lane through no cars can stop. I also don't understand the logic of doing one side of Moorhouse Ave and not doing the other, if you're going to do it then do both sides otherwise just don't do it, keep it symmetrical and tidy. Overall I'm strongly against bus lanes in Christchurch I'm not convinced this city is doing a good job with them.	Divyesh Bhaven	
19557	do not support	Good grief! Are you people really that stupid? Bus lanes in Lincoln Road	Sandra Johnstone	
19522	do not support	Lincoln Road traffic flows well. I drive along Manchester St the other day with all it's fancy new bus lanes. Not a single bus in sight, yet we had to stop at every. Single. Light. Absolutely do not introduce this madness to Lincoln Road.	Juliet Cruz	

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
19518	do not support	It is ridiculous and unnecessary in the medium term. The traffic will be hindered and the buses although necessary are not that high priority yet. Most of the time they are half empty and wasting our rates money. You are absolutely ruining the inner city with stupid curbs and speeding restrictions. Why dont you provide free parking in the city and get people more involved.	Maree Morse	
20437	do not support	CCC are considering major changes to busy roads to accommodate 5 buses an hour. More consideration should be given to local businesses and how these changes will impact parking.	James Meaclem	
20463 Attachment	do not support	The project as designed continues to favor cars and buses to the detriment of people who cycle. Please read attached submission.	Dirk De Lu	Spokes Canterbury
19850	do not support	How about traffic lights at hendersons rd or rowley ave, those intersections are impossibly at peak times, alot of tradesmen live out halswel/hoonhay way so improving roads for buses will have little impact on traffic, very hard to put all a tradies tool on a bus. I believe widening the road from hendersons rd to hoonhay rd or lyttleton st would do more to improve traffic than these bus lanes would	Nath Dixon	
20478	do not support	This is a lot of infrastructure change and expense just to enable bus passengers to arrive 5 minutes earlier. Though I can see the benefit of not having buses in the main traffic stream during those hours as is has the potential to speed up traffic flow also.	David Wilson	
20461	do not support	It will kill the lovely little Addington village and as more firms move back into town just maybe the little quirker shops will move back into the more cheaply rented properties, we need options outside the big box retailers. Addington is a village of many ethnicities, please don't make it a dirty strip mall because of the buses.	Lou Smith	
20255	do not support	Without being continuous for the whole journey it is a waste of time. as a bus user and a motorist I have observed that drivers often don't even bother to use the bus lanes where they are currently. On Lincoln Road this would be of minimal value for the distance they can travel before the road narrows to one lane and they need to merge again with traffic. Traffic is normally pretty obliging to let the bus in. All this does is reduce parking and make and affects businesses. Parking is not friendly now.	Cheryl Newcombe	
20242	do not support		Julie Ferguson	
19853	do not support	This does not need to be a priority - This is another reason to increase rates and spend money on other shit while ignoring what actually needs to be done - like the water! Or use this \$\$ towards right turning arrows and make it easier for drivers!	Hannah Sheath	
19740	do not support	I would support this however with the already limited parking this will be a huge negative for businesses. I would actively avoid visiting these business due to the inability to park	Charlotte Cattoor	
19738	do not support	Put Dual lanes in instead. buses can still use the left lane and congestion will be eased.	Reuben Campbell	
19732	do not support	Lincoln road is too busy as it is and with putting in an added bus lane, this means there would be absolutely no room for parking (in peak hour times) and this would be a nightmare as there are many businesses, bars and also shops around there.	Sophie Clark	

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
		Morehouse ave could work as it is a wide multi lane road.		
19728	do not support	This suggestion is completely based on the idea that people will turn to public transport when currently they are not used to capacity in Christchurch and they are running at a loss when you calculate the cost of drivers and fuel and compare it to the amount of people using the bus. You should either make this a two lane road for ALL traffic users or leave it as car parking so that the businesses and shops there will actually get customers. I'd like to see the statistics in how much faster the travel time would be if this were a two lane road.	Megane Sole	
19727	do not support		Matthew Holland	
19675	do not support	Are you guys actual idiots or just pretending to be? This is the most absurd idea you have had yet. I use this road every day and you will just create a huge problem. Are you wanting the businesses to fail as well. If you got off your backsides and did some 'real' work you would realise what a ridiculous proposal this is. Not much use protesting about it because you have already made your minds up and no matter what we say you won't listen. You are a bunch of idiots who don't know what you are doing.	Arnold Dawson	
19526	do not support	Think you are wasting your time and our money - this May speed up busses but what about everyone else? Your taking enough off the people of Christchurch already	David Garraway	
19521	do not support	Can we have a rest from all the disruption with cycle lanes and bus lanes. There is no requirement for this. I travel in on lincoln road most mornings and it largely flows ok. I also sometimes stop for a coffee and park on the street. This change will impact those cafes during peak hour.	Darren Wilson	
19741	do not support	Lincoln road traffic is atrocious as it is this will only make it worse. What's more it is a waste of money that the rate payers shouldn't have to be burdened with	Warner Wilson	
19855	do not support	For the small saving of 3-5 minutes it would have a big impact to traffic flow at huge cost. Increase to lanes and this will reduce future congestion and allow for buses without impeding car travel.	Oline Utting	
19849	do not support	They never work effectively. Buses will still cause problems for those who have no choice but to drive their car.	Kylie Bettridge	
19743	do not support	If you are going to make a bus lane only you may as we let the traffic use it aswell so its double laned both sides to town. No point taking out 2 lanes of a main road just for busses.	Matthew Croton	
20456	do not support	No one uses public transport. Nobody will use public transport. It's always been a poor after thought in this city. Slowing down the already congested traffic in this area will not help anyone.	Michael Mcallan	
19793	do not support	With no parking outside my house not happy with that and a bus stop on my front grass no	Nathan None	
20431	do not support	We have no strong opinions on the Lincoln Road bus priority improvements but we do feel that some of the smaller businesses will be greatly disadvantaged by the restrictions put on them	Gaye and John Yeoman	

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
		by this priority lane. People will not be able to stop at these small business, in peak times and therefore won't stop!		
20455	do not support	The road is busy enough as it is and if anything it should be made 4 lanes for all traffic.	Stephanie McAllan	
19730	do not support	If there is space available making Lincoln Road four lanes would be preferable.	Kim Symon	
19523	do not support	Bus lane will take way cycling paths. For a person on a bike bus drivers are the worst always cutting into the cycle lane	Liz Van der krabben	
20504	do not support		Grace Read	
20358	do not support	I commute by bike daily on this route, and I feel the proposal will not improve the cycling experience. Buses block the bike line when stopping at a bust stop, possibly because there is insufficient space allocated to the bus stops. During rush hour, navigating the interaction between buses and cars is one of the main cause of near misses for me. I don't like the idea of sharing a lane with buses and taxis, and the existing fleet of diesel buses make cycling down Lincoln Rd unpleasant. In other parts of the city, only a small proportion of vehicles comply with the 30 km/hr limit, and this includes buses.	Ognjen Mojsilovic	
20201	do not support		Phil & Mel Searle	
19823	do not support	The busses are not used. Getting traffic to the motorway would be a better focus as that's a large cause of the congestion.	Jared McGill	
19731	do not support	Traffic at evening peak times backs up to Montreal Street from Lincoln Road on Moorehouse. A bus lane will not fix this nor will it encourage the use of public transport.	Shaun Comer	
19638	do not support	RIDICULOUS! Will only make a bad situation worse. We need to four lane this road, not reduce flow with this proposal	Gwyneth Carson	
19844	do not support	You had the chance to widen Lincoln Road years ago into 4 lanes but chose not to do it. By force feeding us bus lanes for nearly empty buses and cycle lanes for your urban planning department to get to work - you are creating blocks to efficient traffic flow and I can guarantee there will be gridlock between Whiteleigh and Moorhouse.	Tim Dyer	1963
20373	do not support	There is already limited parking in these areas and there are a large number of businesses around here. There will not be enough parking in these areas if you put in bus lanes	Letitia Wilson	
20441	do not support	They don't work in Papanui Road. (other than for the tow trucks which stand around waiting for the inevitable cars parked.	A.D.F Fraser	
19663	do not support	Flow of traffic improvement required for all road users at peak times, I see more benefit with 2 lanes for all traffic	Nathan Tikao	
19751	do not support	I catch the Orange line bus every working day @ peak times! I also drive and bike. I wouldn't bike along Frankleigh Street if my life depended on it. It's too dangerous. It isn't peak hour traffic that mostly slows the buses down, it is passengers getting on and off at every stop along the way that slows the trip down. As a ratepayer full buses are brilliant, as a passenger stopping every couple of 100m isn't so great	Meg Gourlie	
20319	do not support	these changes make cycling more dangerous along lincoln road. cyclists from the west eg hoon hay cycle along lincoln road and the changes make the road worse for cyclists safely.	stuart douce	

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
		having cyclists share bus lanes in moorehouse is crazy. having vulnerable cyclists sharing narrow lane with a heavy vehicle is just unbelievably bad idea.		
19758	do not support		Mary Unswroth	
20126	do not support	this is a ridiculous idea.what about the local shops.will you compensate them	Wayne Walker	
19733	do not support		Sofie Hampton	
19501	do not support	I do not support the installation of dedicated bus lanes on Moorhouse Ave and Lincoln Road. I do not support the removal of car parks on this route. There is already pressure on parking in the vicinity of the hospital for staff and patients and this will only increase the distance that staff and patients need to walk. The hours between 7am and 9am are peak times for day staff needing to find car parks.	Tina Bailey	
20026	do not support	I do not like this because: 1. There would be smaller space for pedestrians, cyclers, & people who come to leave goods with trucks at businesses. 2. The buses can race on their lane & make the houses shake 3. There would be smaller width for the car/bus lanes which is not good 4. The buses are too close to the buildings & the buildings can fall when an earthquake happens & kill people on the bus 5. It would be harder for pedestrians to look when they cross the road 6. The actual lanes with buses & cars are good because the cars would slow down when the buses need to stop & the buses would follow the cars rhythm without racing.	Dr Gabriela Popa	
19754	do not support	Congestion of road for cars	Hailey McConchie	
19749	do not support	Once again we are losing more parks. Lincoln Road is too narrow	Ms E Drummond	
19685	do not support	Don't need bus taking parking spaces down a road where there is shops	Don Barnet	
20349	do not support		Suzanne Dell	
19983	do not support	Prefer 2 lanes in peak time for every vehicle	Bernard Wilkins	
19942	do not support	Bus lanes are detrimental to vehicle flow and the disadvantages outweigh the advantages.	Charles Suckling	
20100	do not support		Warren Price	
19848	do not support	I drive that way every day to work and this is working fine at the moment and unfortunately I would be worried that's it would be a hash up like Manchester street	Haley Black	
19970	do not support	The road is narrow enough. Instead of adding a ridiculous amount of bus lanes it'd be much better to have a consistent 2 lane road in each direction which will not block all the traffic and will increase bus times as well	Yury Bogdanov	
20487	do not support		None None	Peebles Group Limited
20427			Phillipa Pentecost	

Submission ID	What do you think of the peak hour bus lanes?	Comments	Name	Name of organisation
20285			Neil Hesson	Hesson & Bowry Collision Repair Centre Ltd
20002			Johanna Adams	
19881			Mike Southerwood	
20264		Total waste of ratepayers money	Stacey Radford	Pukaki Investments Ltd
20546			Wendy Gibbons	
20493			Jim Young	
20477			Charmayne Forster	
19681			Norman Xu	