

## General comments about the plan

Submission ID	Comments	Name	Name of organisation
21011	The road to the hospital needs to be opened back up. It's a major mistake. We need more E scotters and other such things like uber. These are more fatal mistakes		K I Commercial
20500		Earle Williams	
20493	<p>I have the following questions after listening to the Council presentation at Addington Coffee Coop:</p> <ol style="list-style-type: none"> <li>1. It seems a large expenditure versus return, to only save 4.5 and 6.5 min on a bus journey from Halswell to the City Centre.?? Not really good economic sense. Currently in rush hour traffic the journey from Halswell to the City Centre takes 50 min plus. So the claim it will reduce travel time by 48% is very misleading.</li> <li>2. Reducing the speed limit to 30kmh through Addington seems a contradiction to what you are trying to achieve. I understand the buses do not move very quickly now, but surely your goal is to get them moving more quickly through the area??</li> <li>3. The choke point is still going to be from Wrights Road to Curletts Road after this 1st stage.</li> <li>4. Is it possibly to bring forward planning of the Wrights Road to Curletts Road works using some of the \$20m the govt has made available to CCC Friday 13th ChCh Press.</li> <li>5. At the same time LTNZ should be approached to bring forward the widening of the road from Curletts Road to Halswell.</li> <li>6. It seems that alterations to Sparks road and the impact of congestion/transfer of traffic to Lincoln Road needs to be recognised. It is now not at all car friendly to use especially at night. The concrete curbs are simply quite dangerous and many cyclists still ride without lights and dark clothing.</li> <li>7. Time frame for construction?? This will have an impact on local business, it always does. How sure can you be that the contractors can meet the timeframe required in the contract?? It is important to businesses that the road isn't lined from one end of Addington to the other with the dreaded road cones. Maybe consider one side at a time only???</li> </ol> <p>The 7 points we have raised regarding this proposal are our concerns. At the moment our immediate and greater concern is how do you plan to minimize the impact on local business along the road while road works are in progress.</p>	Jim Young	
20492	I don't think those changes can justify the proposed bus priority improvements	Bei Kong	
20490	<p>To save 5 minutes for public transport time over 30 yrs is a little hard to rationalise. Loss to businesses will occur.</p> <p>I am extremely dismayed to see a time line that indicates construction starting mid/late 2019. Does this indicate that whatever the consultation process throws up the project will go ahead regardless. I THINK SO!!! Choose carefully</p>	G Styles	
20489	How long estimated the for proposed Moorhouse Ave to Whiteleigh Ave project and will it be on 24 hrs shift?? Business on Addington can't go through what Riccarton Rd business went through in the past	Peter Kuok	
20488		Charlotte Morton	
20487	These proposed changes will affect the businesses along this road	None None	Peebles Group Limited

Submission ID	Comments	Name	Name of organisation
20486	<p>The bus lane and left-turning lane create a bottle neck at the entrance to Lincoln Road. Moorhouse Ave to Brougham Street traffic is also currently under review with NZTA. These projects need to be co-ordinated.</p> <p><b>Trees:</b> Trees along the footpath can become a hazard e.g. people concealed from view of motorists, leaves on the footpath make it slippery for pedestrians and shade of tall trees can be dangerous in winter.</p> <p><b>Permanent Bus Lane:</b> Any intention to make a permanent bus lane or 4-lane that section of Lincoln Road would have a detrimental effect on businesses. Should it be required (because of increased vehicle use) to change Lincoln Road again / further, it must be signalled at least 5 years out, to allow businesses to escape leases and wind down their businesses. The properties would then have a lower value and should be charged reduced rates accordingly.</p> <p><b>Whole of City Transport Plan:</b> Ideally a free bus service for the central city. Determine which streets are a priority for getting traffic to and from the city centre (between work and home) with less on-street parking to make the passage of traffic as quick and easy as possible. Allocate streets to move traffic easily across the city. (This used to be done by one-way streets before speed restrictions). Reduce speed to 30 km on all OTHER streets in the city. Keep the cyclists away from cars and trucks as much as possible. Review what has been done and change if necessary. I do not like the idea of reducing on-street parking, but if more traffic lanes are needed to cope with more vehicle traffic, it might be a necessary evil. However, people need to be alerted well in advance that the changes are necessary. Auckland is always playing catch up with traffic schemes and mass transport systems which are always brought about well after they are needed.</p> <p><b>Buses:</b> Every second bus during peak hours (using a priority bus lane) into or out of the city, should be a park and ride to the outskirts of the city. A free central city bus on a regular timetable, should be available to shuttle people around the city. People will not change to using a bus (from a car) until the service is reliable and reasonably price. Making the bus service better will make it desirable to use.</p> <p><b>Road Construction:</b> Changes to the road layout and the actual construction of the new layout will cause disruption to traffic and loss of customers to existing businesses. The flow on effect will be drivers seeking temporary alternative routes, to avoid road works, reduced speed, inconvenience etc. This will increase vehicle use on other streets, some of which are not designed for heavy traffic.</p>	Graham Robinson	

Submission ID	Comments	Name	Name of organisation
20480	<p>High-quality bus priority is essential to make public transport attractive. I'd urge Council to not compromise on this, the way they have on every other bus lane project in the city. Infrastructure is persistent - get this wrong and it we'll have to live with the mistake for decades. Do this project right, the way it is currently designed, and our children will thank you for it. I would like to speak at a hearing if there is going to be any.</p> <p>I wrote a blog article about it at</p> <p><a href="https://talkingtransport.com/2018/11/03/lincoln-road-bus-lanes/">https://talkingtransport.com/2018/11/03/lincoln-road-bus-lanes/</a></p>	chris Morahan	
20479		Fiona Bennetts	
20478	<p>Traffic management in Christchurch is already appalling. It is no longer easy to drive quickly and economically across the city. Manchester Street is a prime example of the ineptitude of the councils planners. Please do not make driving in Christchurch worse by adding more restrictions.</p> <p>Why don't you add two lanes to Lincoln Road and allow all traffic to use it giving 4 lane access all the way down. I realise there will be some issues associated with this, such as parking but let's take a leaf out of countries overseas books and provide efficient high volume loading. It is clear that the current council is determined to drive travelers to public transport or bicycle by making it impossible to make one's way into the city by automobile.</p>	David Wilson	
20477	<p>I both drive down lincoln road and bus several times a month.</p> <p>I don't want to see islands in the middle of Lincoln road as trucks cannot get around them and should be entitled to.</p> <p>There should be a better plan for parking on both sides of the road, if it's in a building, it should be minimal</p>	Charmayne Forster	
20474		DJ and GN Price	
20473	<p>There are a number of intersections with radii that do not support good installation of tgsi. Some are currently confusing in existing layouts. Please see comments on the attachment. Also some directionals may not be needed where there are signalised crossings adjacent. Can we please be consulted on these before plans are finalised?</p>	Carina Duke	Blind Foundation
20472	<p>The Council still has to allow for car users &amp; residents in the area. This will be problematic if it is not considered for rate payers in the area.</p>	Kate Haley	
20471	<p>NO seating outside 344 Lincoln Road. This property is a combination of commercial &amp; residential. The seat there now is often used by "rough sleepers" for anti social behaviour &amp; rubbish (Left litter). PEOPLE LIVE HERE.</p>	Barbara J Bell	
20470	<p>Proposed changes will make local businesses suffer more</p>	Vincent Moh	
20469	<p>2 seats proposed for outside 344. Footpath reduction will make this area even more difficult as it is already (1 seat) used by rough sleepers, yelling &amp; fighting, rubbish, smoking etc.</p>	James Bell	
20468	<p>This is a well thought through scheme, thank you</p>	Ann-Marie Mulligan	
20467		Gareth Wright	

Submission ID	Comments	Name	Name of organisation
20464	<p>As proposed the plan will adversely affect our business by removing even more parking and road area available than the last lot of cycleways and road narrowing in the area.</p> <p>New buildings going up on Moorhouse Ave with council approval and no onsite parking will further congest this area and remove parking from local businesses.</p> <p>Having worked in this area for over 20 years it has been these types of plans that have ultimately slowed traffic and congested the side streets to the point that this proposal has been deemed to be necessary for a small minority of people.</p> <p>The proposed works required to implement the plan will further hurt business and residents alike in the area by slowing traffic and removing parking.</p> <p>I believe there could be alternative proposals available such as rerouting the bus down Selwyn Street to Harman Street perhaps?</p> <p>I also believe the timing of this proposal does not give the current motorway changes time to be completed to fully gauge the effect this will have in the area.</p> <p>I also firmly believe the Moorhouse Ave / Lincoln Road corner will not allow enough room for the Buses and cars to merge and will attribute to more accidents and congestion in the area.</p>	Scott Ballingall	Supersport Cars Limited
20463	Please read the attached submission.	Dirk De Lu	Spokes Canterbury
20462	16. The CDHB supports landscaping proposals to ensure the environment is attractive for those who are using it. It is important to ensure that trees and planting as proposed along the footpath will not make this space inaccessible for wheelchair users, people with prams and those who use other mobility aids.	Bronwyn Larsen	Canterbury District Health Board
20461	<p>Native trees “ dirty brown tussock “ cheap and nasty flax. Welcome to Christchurch - not. When did the good citizens of Christchurch vote to replace beautiful green species trees with scrub and ugly, unsuitable trees and plants?</p> <p>The two lanes in, two lanes out, of Lincoln Rd/Halswell Rd from Wrights Rd “ this has been on the cards for thirty odd years and in many cases you already have the property frontages. For pitie's sake, just get on with it.</p>	Lou Smith	
20459	Stop wasting ratepayers money on yet another unnecessary project but given the council and Otakaro (Manchester St and many unused cycle lanes) has proved to be so good at it I would hold little hope.	Grant Williams	

Submission ID	Comments	Name	Name of organisation
20458	<p>I want to see better public transport options for Halswell and the wider communities of South west Christchurch. At present there is little incentive to catch a bus during rush hour because they are very unreliable, timewise and run significantly behind the stated timetable. This is a direct result of them being constantly stuck in traffic and having to move in and out of the traffic flow. It will only be fixed if bus lanes and or buses are given serious priority all the way up Halswell and Lincoln Roads, particularly during rush hours. As our city continues to grow, our transport systems need to be efficient and to transport more people in the same road space as we currently enjoy. Continuing privileging of car users (as the current policy appears to be) will not achieve this.</p> <p>I am surprised that Wrights “ Curletts project is not programmed until 2023-2024. The population of South west Christchurch and beyond to Tai Tapu, Prebbleton and Little River is growing strongly and we could have double the traffic coming from this area in a few years if the projections are correct. All routes into the city from this area are ALREADY congested most days. Unless significant efforts are made to make public transport more effective and efficient the issues will be massive by 2023-24.</p>	Chrys Horn	
20457	This project would have a lot more credibility if there was a proposal to construct Park & Ride facilities on: 1 Halswell Road between Henderson's Road and Milnes Road 2 East of the Halswell Library / Pool with an underpass linking to the Halswell Shopping Centre	Martin Pinkham	
20456		Michael Mcallan	
20455		Stephanie McAllan	
20453	<p>I think overall there should be some more study to be done,peoples voice needed to be consider and also there may be a need to postponed this for few years at least and at the same time.also i think if this project ids decided to go ahead please consider that the local Addington businesses are not getting hurt by this project as such.</p> <p>also please consider that P10 outside the shop is not changed</p>	Ritesh Patel	Pramukh convenience store
20451	<p>My main concern is that the turning restrictions from Lincoln Rd for the St Johns Charity Shop is very detrimental for the current Volunteers AND Customers also as it provides a valuable service to St Johns and the Community as a whole.</p> <p>(Signed)Jude Holland, Volunteer, Halswell, Chch.</p>	Jude Holland	St Johns Charity Shop
20448		Martin Harcourt	Value Cars Warehouse
20441	Thank you for the opportunity to comment	A.D.F Fraser	

Submission ID	Comments	Name	Name of organisation
20440	<p>I read your brochure with interest that there will be no right hand turn into Domain Terrace from Lincoln Road.</p> <p>Do you realise that or those living on Domain Terrace between Edinburgh Street and Lincoln Road. For those travelling from the Halswell end of Lincoln Road they will have to pass the medical centre, and go to Lyttelton Street, turn into Edinburgh Street and then Domain Terrace and come back to Lincoln Road to turn into the Medical Centre. A rather long journey when in an emergency situation.</p> <p>Staff from Hillmorton Hospital will have further to travel when visiting clients at the Stepping Stones facility.</p> <p>For those residents living at the Lincoln Road end of Domain Terrace, Somers Place residents and Pony Lane residents this is going to be very inconvenient and a lot of wasted time and fuel.</p> <p>For those attending and participating in sports events at the Spreydon Domain, once again this will be very inconvenient.</p> <p>In case you don't know, Domain Terrace is a main thoroughfare through to the Barrington end of town and avoiding all the traffic on some of the other main streets.</p> <p>I would challenge council staff or whoever thought up this crazy idea to spend a few days sitting on Domain Terrace and count the number of cars that go through there and how many make right hand turns. It would be a good idea to wait until the new medical centre opens and see the inconvenience this is going to cause when it is closed off.</p> <p>No Right Hand Turn Into Spencer Street</p> <p>The Sacred Heart School has a roll of approximately 190 pupils and with no right hand turn from Lincoln Road into Spencer Street this will cause a considerable inconvenience to a number of families.</p> <p>A large number of people attending Sacred Heart Church next to the school this will also cause a considerable inconvenience.</p>	Teresa Crequer	
20437		James Meaclem	
20435		Tom Fenton	

Submission ID	Comments	Name	Name of organisation
20434	<p>I have attached our submissions for these alterations along with a petition for shifting the bus stop to the otherside of the Backpackers Laneway. There is a photo attached also highlighting the bus blocking the view down Lincoln Road.</p> <p>This submission is also on behalf of my wifes business "Citywide Florist Limited, OHS Consultants Limited and Take 5 Limited".</p> <p>As Health and Safety Consultants I would like to reiterate that there is a large volume of traffic using the "Backpackers laneway" which services:</p> <ul style="list-style-type: none"> <li>* OHS Consultants</li> <li>* Citywide Florist</li> <li>* Take 5 Ltd</li> <li>* Tony's Tyre Services</li> <li>* in excess of twenty Residential Apartments</li> <li>* 4 businesses at 338 Lincoln Road</li> <li>* Addington JailHouse Backers (which has small buses calling regularly)</li> </ul> <p>There is a high risk of vehicle interaction due to parked buses blocking the visibility of traffic turning right onto Lincoln Road from the Laneway.</p> <p>We recommend moving the bus stop to the other side of the Backpackers Laneway (past your new pedestrian crossing) as this will give better visibility of vehicle movement and I also request that you do not plant a tree city side of the Laneway to ensure high visibility is maintained.</p> <p>I will also put this submission in the post today, can you confirm this submission as being received by return email.</p> <p>Thanks in advance.</p>	Neal and Gina Parker	Citywide Florist Limited, OHS Consultants Limited and Take 5 Limited

Submission ID	Comments	Name	Name of organisation
20431	<p>Regarding Lincoln Road between Wrights Road and Curletts Road.</p> <p>* While it would be nice to have median strips with trees etc down Lincoln Road people who live and work down on west side of Lincoln Road will be greatly inconvenience by not being able to turn right.</p> <p>* Is there any consideration being given to the huge number of people who live and work in this area. These people presently turn right at a number of roads but in particular down Annex Road. This road services Hillmorton Hospital, some businesses, and the Linden Grove area.</p> <p>* Although U turns are proposed we can see considerable congestion and confusion arising from this plan.</p> <p>* Right now there are four roads that can be used to turn into this area - Torrens Road, Sylvan Street, a Private Lane and Annex Road. Surely provision can be made for at least two of these to be direct right turns. Perhaps the more obvious one to be considered is Annex Road.</p> <p>* The other serious problem we can see is that the proposed U turn area for Annex Road is much closer to the very congested intersection which includes people turning into Coppel Place and turning left and right into Hoon Hay Road and Curletts Road. It is a very busy area of Lincoln Road and it seems that your proposal will make it even more congested.</p> <p>We realise that these improvements are not scheduled until about 2023/4 and further consultation we believe will take place but we believe this is a matter for serious consideration.</p> <p>It seems as though Lincoln Road is the priority route from Addington to Halswell and further a field and from these areas into the CBD etc. We realise there is going to be growth in this area but we are surprised that other access routes (arterial routes) are not also being considered for development.</p> <p>We hope you will give our views consideration.</p>	Gaye and John Yeoman	
20430		Robin Duff	
20429		Derek Walsh	-
20428		Nick Bristed	AECOM
20427		Phillipa Pentecost	
20425	<p>Concerns over the parking on Moorhouse being taken away, I dont agree with this. In the weekends for winter sport, those parks are needed for rugby/netball/football. Taking these parks away would cause more issues for sports players. I dont see why it needs to be a 24/7 bus lane.</p>	Sarah McKenzie	
20424	<p>It would be great if you could alter the route for cyclists turning left from Moorhouse Ave into Lincoln Road so that it doesn't send them through the Grove Road intersection and through all of the areas where pedestrians will stand to wait for the lights.</p>	Ben Dodgshun	
20423		Callum Stewart-Ward	



Submission ID	Comments	Name	Name of organisation
20415		Chong Ho	
20414		Mrs Ringrose	
20413	You need to really think about the right hand restriction off Lincoln Rd going both ways, especially Lincoln Rd, Halswell Rd sector. The speed reduction to 30 kmph is too slow for a major route to the city. 50 kms is very satisfactory	B A Martin	
20412		Murray Holmwood	
20411	36,000 people are going live out in Halswell/Prebbleton/Lincoln area. We don't need two lanes for buses. We need two lanes for cars to help traffic flow. Also the Addington shops will loose money and might have to close	Sharon Holmwood	
20410	Love the future project. Really need a safe cycle lane.	Holly Lovell-Smith	
20397	<p>There is a nasty pinch point for people who wish to cycle along the road on Moorhouse Ave, past Grove Rd, to turn left onto Lincoln Rd. The design leads people cycling, with directional green paint, onto a "shared area" of the path. The implication is that people who choose to stay on-road should expect to be "squeezed" when turning onto Lincoln Rd at the same time as other vehicles travelling that way. This is likely to fuel "bikelash" as people driving see people cycling ON THE ROAD instead of using the cycling infrastructure that we're "pouring millions of dollars" into...</p> <p>However, the design that leads people cycling onto the "shared path" presents a number of conflict points before they're able to join Lincoln Rd:</p> <ul style="list-style-type: none"> <li>- vehicles turning left from Moorhouse Ave onto Grove Rd</li> <li>- people using the signalised crossing to cross Moorhouse Ave on foot</li> <li>- people using the signalised crossing to cycle across Moorhouse Ave</li> <li>- people using the signalised crossing to cross Lincoln Rd on foot</li> </ul>	Natalie Brodie	
20377		Ilex Macdonald	
20373		Letitia Wilson	
20367	There have been many roading decisions made that have obviously not thought through properly and what is suggested could easily turn into another one. CCC traffic needs to understand that private cars are the main way people get around and so preference to make them work well should be the departments top priority	Doug Phaum	
20366	I am please that as a result of this proposal the footpath in front of my building at 346 Lincoln Road will be resized to normal width. This will create 4-5 extra parks also of benefit to No's 344 and 348. I have misgivings about the planting of trees on the footpath in a business area.	Aarmoud Calje	
20358		Ognjen Mojsilovic	
20351		Rebecca James	
20350		M James	
20349		Suzanne Dell	

Submission ID	Comments	Name	Name of organisation
20348	The attempts to make the inner city accessible have only created stagnation. We do not need any more limitations on movement	A R De Vaux Dacre	De Ballibus Holdings Ltd
20347		Fred Rohs	
20346		Shane Woodeock	
20345		Callum Stewart- Ward	
20337	The 30km/hr threshold at the north/west end of Lincoln Road appears too close to the railway line. I believe that the road markings and signage would get lost amongst the existing road markings and furniture depicting the railway crossing. Cluttering this area further with additional signs and road markings may detract from the railway warning signs and markings and cause a safety hazard. Drivers may also not find it easy to recognise the threshold which makes it less likely that they would accept the speed limit. I would recommend moving the threshold further south / east to immediately west of Hazeldean Road, or west of Harman Street, in an area less cluttered where the threshold will be more visible and easier to read and understand.	Chris Mercer	
20336		Sharon Thompson	
20335	Parking restrictions will likely decrease business access. I will personally avoid the whole area at rush hour times.	Pauline Dawson	
20333	Where is Visible Ngāi Tahu culture in this? Want eg. Art in some way, at this opportunity please.	Steve & Lucy King	
20332		Deon Joubert	
20320		Andrew Simpson	
20319	What does this plan offer to commuter cyclists using Lincoln Road? From Barrington Street to Moorhouse Ave Lincoln Road will have on again off again painted cycle lanes which narrow to mere strips for the on again off again on street parking and widen to take advantage of the on again off again bus lanes. What are the commuter cycle options from Halswell, Hilmorton, Aidanfield, Hoon Hay to Addington and the Central City Those comuter cyslists coming from south Aidanfield, south Hilmorton and Hoon Hay will find Lincoln Road to be the most direct route and this is what this project will offer them. Those commuter cyclists coming from Halswell, north Aidanfield, north Hilmorton, Wigram and Middleton will find Lincoln Road best to reach Addington and the Little River Link if heading to the city. Lincoln Road should be part of a local commuter cycle network. This would provide people on bikes with safe inviting access to the many businesses along that road and places of employment at Hazeldean business park. This plan will establish Lincoln Road as a bus and car artery while neglecting the needs of people who cycle.	stuart douce	
20317	I have concerns about the intersection of Whiteleigh and Lincoln. There is always traffic backed up trying to turn. There is no GREEN arrow which forces people to turn on red. Please Please change this there has been too many accidents on this corner one recently that narrowly missed the house on the corner.	Liz Nuttall	
20299		Patricia David	

Submission ID	Comments	Name	Name of organisation
20294	<p>These green solutions arise because the Council employs a disproportionately large number of green planners.</p> <p>Our Government makeup tells us that about 7% of the population are green enough to vote green.</p> <p>If our Councilors can't control our planners, then they should employ traffic planners who look for traffic solutions rather than green solutions.</p> <p>As a property owner in this area, I was only informed of your proposed plan in the morning post on the day of the final Drop in Session. This shows either, poor Council planning, or a desire to exclude parties that they think may oppose their plan.</p> <p>Your video presentation is misleading. At the times that you propose enforcing the bus lane, there would be a lot more vehicles on the road than you show in the presentation. If you were more honest about this, and showed the extra vehicles, it would highlight how underused the bus lanes would be in these busy times.</p> <p>I can't help thinking that this whole proposal is an underhand way of the Councils planning greenies getting more cycle lanes at the expense of the other 90% of motor traffic.</p>	Tony Beasley	Property Owner
20291	We have a rental property at 1/18c Lincoln Rd and there are 5 propertys down the one driveway. My concern is that there won't be enough parking on the street	L N Davey	
20290	Clear well designed map but will need to get outside & walk it & hopefully will be fitter and may lose some weight.	Jan Poulson	
20289	The bike lanes don't make anything safer	Lynda Nyssen	

Submission ID	Comments	Name	Name of organisation
20285	<p>As a business and land owner in Wise Street for the last 39 years I have seen many changes to infrastructure, some for the betterment of the surrounding areas. If it could be guaranteed that creating bus lanes for the proposed section of Lincoln Road would fill the buses and make traffic move quicker, then I would be all for it but I don't believe it to be the case.</p> <p>Wise Street is a very busy street with many large trucks entering and exiting from Lincoln Road in both directions crossing the double yellow lines. We have 60 plus vehicles coming to our premises weekly as well as couriers and trucks delivery parts all day every day. The development of the Wood Flour Mills site in Wise Street and its additional tenants will also have a huge effect to profit if clients are unable to get easy access to our premises and ease of use if Wise Street is made left turn only and an island put in the already narrow street.</p> <p>As Wise Street is 99% industrial light heavy industry it would cripple our business if Wise Street was made left turn only.</p> <p>Solution to traffic flow and very cheap to complete compared to the proposed works:</p> <ol style="list-style-type: none"> <li>1. Shift traffic lights and pedestrian crossing from Addington Mall and adjacent to Addington Coffee Co-op to the intersection of Wise Street and Lincoln Road.</li> <li>2. Alter both concrete centre road islands either side of railway lines and re-mark road either side to left vehicles fill up both lanes on the North side of railways lines. It would be advantageous if the left lane that people use to turn left from Lincoln Road and into Moorhouse Ave had their own lane also.</li> <li>3. Adjust timing of lights at Lincoln / Moorhouse to be slightly longer.</li> </ol> <p>By making these changes it would be more beneficial to all parties and have people at work or home quicker which is more productive.</p> <p>The proposed 1 hour parking in Wise Street would cause huge inconvenience and financial hardship. I have limited car parking only available for my customers and my business alone has 19 staff most drive cars but a couple do bike to work</p>	Neil Hesson	Hesson & Bowry Collision Repair Centre Ltd
20282	Great plan! I love bus lanes, traffic easing and pedestrian access. I think this will raise the quality of that section of Lincoln road which has felt a bit like a highway stop.	Katherine Simpson	
20279	Please give vehicular traffic a shot. Too much consideration has been given to cyclists so far and a city must cater for cars, vans, trucks or it will stagnate. Cycles are fine, but they've had (more than) their fair share of the redesign pot.	Lindsay Richards	
20270		Kim Davies	Bill's Bar
20264	Looking at Papanui Road it's not hard to see that the bus lanes don't do anything but cause traffic congestion. Ever though of trying to keep the city's commercial rates affordable for business	Stacey Radford	Pukaki Investments Ltd
20263	This proposal effects our business with lack of parking during those hours	Lincoln Road Takeaway None	Lincoln Road Takeaway
20262		Carol Bent	

Submission ID	Comments	Name	Name of organisation
20255	Getting Lincoln road two lanes from Halswell to Moorhouse would be a far better us of money.	Cheryl Newcombe	
20253		Jo Molyneux	
20252	Bus stop on moorehouse ave could come slightly into the footpath to allow cyclists to pass around safely and easier.	levi martin	
20250	For the new footpaths please use pavers or bricks for the surface. Tarmac and asphalt footpaths become uneven and create puddles when wet and give a lower appeal look, please avoid from using that type.	Jayesh M	
20249		Carolyn Nicol	Carolyn Nicol
20242		Julie Ferguson	
20230		Phil Tough	
20229	Please think about how this will affect cycles. In theory bus lanes can be a safer area for cycles to us, as long as they are not thrown out into fast moving traffic due to poor road layout e.g. parked cars or road narrowing	Sion Lewis	
20228	Provisos for cyclists?	Alex Rossi	
20227		Noel Whiteside	
20226		Steve Boyd	
20225		Sunita Siag	
20224		Dev Karwasara	
20221		matthew mauheni	
20220		pauline mauheni	
20219		Matthew Reid	
20218	Bus service is excellent... But why do you need ID from foreign people boarding the bus using a METRO CARD... at your main office/bus terminal.. just take their \$10 .. or better still charge them \$20 because they are NOT LOCAL RESIDENTS	Warwick Jones	
20215		Scott Wernham	
20214		Conor Parker	
20213		Chaim Jarden	
20212		Logan Smedley	
20211		Henrietta Hall	
20209	Don't forget about cyclists!	Peter Galbraith	
20208		Troy Thomas	
20201		Phil & Mel Searle	

Submission ID	Comments	Name	Name of organisation
20200	IT	Joan Nanartowicz	
20199	Put on hold until Lincoln Rd can be widened	K & J Holcomb	
20197	To clarify - re sculpture - should be as near as possible to original workshops site - (no option meets that - option 3 is nearest). What about a sculpture / memorial for workshops - the 'shops' were central to Addington listing	Kevin Campbell	
20169	I hope that Council don't compromise on providing the bus priority lanes here like they did on Main North Road. Lack of suitable PT infrastructure (and services) is by far the greatest transport problem Christchurch currently faces. Bus lanes on Lincoln Road will serve the city well for generations to come and is such an obvious thing that needs doing.	John Falconer	
20160	Being a user of public transport speeding up the service needs to be a priority	Ray Williamson	
20159		Okirano Tefaia	
20145	I really support the idea of Addington village becoming pedestrian friendly, more visually appealing and slow. Although we live very close to the Addington village area, it is not easy and safe for my children to visit their local shops and cafes. We love the idea of more, safer crossings. We would also like the planting to be native as much as possible. In Addington there has been a lot of locally lead planting in Addington bush, beside the stream in Addington Park, and also beside the stream at Macaulay St. This has created environments for native birds like Korimako (bellbirds) to return to our area. We would like any planting to reflect these efforts and increase food sources for our native birds. Rather than just single trees, it would be good to have clusters of plants where possible.	Joanne Robertson	
20126		Wayne Walker	
20120		David Hawke	Halswell Residents Association (Inc.)
20111		Hayley Stewart	
20101	The planning fails to recognise technological developments that are likely to reduce per capita vehicles on the road over the next 3 decades. It would also be fairer to have road user charges rather than ratepayers being forced to pay for projects they don't want.	Mark Bailey	
20100	Very poor idea. Traffic going to Halswell should take another route and by pass Addington. Buses going up Lincoln Road should only service Lincoln not Halswell	Warren Price	
20099		Ian Oxley	
20087	Parking restrictions are not necessary and look at the areas around Lincoln Road for travel and not just through Lincoln traveling out and into the City. The parking and movement around Addington tends to avoid Lincoln Road already so if you restrict Lincoln Road you force the issues around Lincoln Road to get worse... address it holistically and not with a one size fits all solution.	Michael King	Loprinzi Properties
20084	Attachment Consideration should be given to improving the Moorhouse/Lincoln Rd intersection for cyclists travelling from Grove Road cycleway then heading west onto Moorhouse Ave and heading south along Hagley Park shared path then west onto Moorhouse Ave at the same time as these works - see attached plan. Currently there is no cycle phase for lights for either of these journeys - cyclists have to use pedestrian crossings which isn't ideal.	Matt Jackson	
20083		Mrs Gay Toth	
20082		Andrew Scott	

Submission ID	Comments	Name	Name of organisation
20080		Kevin O'Grady	
20074	Fully support this programme of works to make the area more people friendly and less car focussed	Andrew Smith	n/a
20069		Simon de verteuil	
20068		Adrian Palmer	Addington Coffee Co-op
20053	<p>The Board records that the Lincoln Road project, as alluded to in the consultation document (refer Wrights to Curletts LTP # 962) as being complimentary to the network efficiency the bus lane project is promoting as a key outcome.</p> <p>The Board recalls that during the LTP presentations to the Council, Jim Harland of the New Zealand Transport Agency, informed that of all transport projects co- funded with NZTA, the Wrights Road/Curtletts Road link is the one project NZTA would ask be brought forward in the Council's programme.</p> <p>Based on the above and for project synergy, the Board would request that project # 962 be brought forward from the 2023-24 financial years so that total project delivery is able to be optimised.</p>	Mike Mora	Halswell-Hornby-Riccarton Community Board
20051	Yes, we all have to learn to get along with one another, Motorists, Cyclists, Pedestrians and public transport users,.. a lesson in tolerance by all wouldn't go far astray.	Frank Donald Pankhurst	
20026	The Council, as a local branch of the NZ government should look at the negative aspects of supermarkets double operating people in bags & food (they do not wish to pamper people with free bags anymore, when the bags would keep basic hygiene (a chicken should be put in a bag & a bottle of chlorine should be put in a different bag) & also the new paid plastic bags are thicker & bigger (in Countdown) & they take more plastic from an ecological view. The Council should also observe that there are too many homeless, people in our Christchurch (young) older men, even women, people of Maori or nor Maori descent, young or old, fat or thin), & it is not good at all for their health to Sleep on the floor in cold weather. The Council should regularly check the spaces under the bridges as there is a lot of bird faeces under it - ... under the bridge located close to Golden Fleece (now the business is call British Textiles)	Dr Gabriela Popa	
20025		David Tier	
20024	We definitely need wider road rather than limit the speed plus bus lanes. There are now way out for people live in Aidanfield or Halswell and the new develop area opposite Aidanfield to get to the city centre. The Brougham St is heavy already, limit Lincoln Rd only can make it worse need to open 4 lanes for Lincoln Rd.	Crystal Wang	
20020	<p>I would like to see the on-road cycle lane retained around the Moorhouse Ave / Lincoln Rd corner. The current cycle lane allows confident cyclists to easily ride around the corner and reduces the change of a vehicle cutting the corner and hitting the cyclist. Confident cyclists will still ride on the road but the likelihood of a collision increases without the cycle lane.</p> <p>I am pleased to see the raised platform proposed at the entrance to Grove Rd to slow vehicles and provide a safe crossing point for less-confident cyclists and pedestrians.</p> <p>In general I feel these proposed changes will be very beneficial for the area, increasing safety for pedestrians (through a reduced speed limit) and encouraging increased bus patronage (which will help limit congestion long term).</p>	Arthur McGregor	

Submission ID	Comments	Name	Name of organisation
20003		Kate Richardson	
20002	I live on Torrens Rd, [REDACTED] My concern is not to be able to do a right hand turn into Torrens Rd, from Lincoln Rd, and the inconvenience of extra travel.	Johanna Adams	
20000	Add zebra crossing over ALL street exists, especially the 1 by St John's shop!!! or controlled 1/s	S Fergusson	
19999		Carolyn Murphy	St John Community Store
19998		Alison Chambers	
19985	PS: Can you NOT put in the median strip thru Lincoln Rd. How the heck do we get into our street? Please stop messing things up. Too many cycle ways added where they're not needed, changing roundabouts to lights, and now this? If it isn't broken, why fix it? Besides traffic congestion, Lincoln Rd is fine!!	Jazz & Scott McLean	
19984		S Fenwick	
19983	Have answered questions relevant to me & left turn Moorhouse into Lincoln Rd too narrow for bikes & buses & cars	Bernard Wilkins	
19982		Hannah Gosling	
19981	I find the whole thing confusing. Lincoln Road is not very wide anyway	S Faulkner	
19980		Nigel Ferguson & Nicky Polson	
19970	The traffic lights across Christchurch in general and on the Lincoln road specifically should be adjusted to support "green waves" of traffic that goes according to speed limit(at the very least) and also according usual speed on the streets at a given time(ideally). There are way so many times when traffic lights are punishing you for respecting the speed limit: i.e. you're moving 50 km\h on a street and you stay on each and every traffic light. This way it either forces you to move very slowly and cause a blockage or to move very fast and break the speed limit. None of the options are good. The traffic should be supported to move freely if it goes 40-50 on the 50km\h road. Those who break the speed limit this way will be staying on all the traffic lights and those who respects it will not be blocking roads	Yury Bogdanov	
19960	If you like my idea I would love to work with you on a proposal. I have a pretty strong vision about this area. Would love some feedback on your thoughts!	Kat Forrester	
19955	If there was a better bus service that people wanted they might use. Stop ruining our roads with cycle ways & bus lanes and make traffic flow better - your wasting your time and our money	Joy Priest	
19942		Charles Suckling	
19897		Scott Wasley	
19881	Why, in 21st century are English and European trees still being proposed planted in new developments & supposed improvements such as this? I see this as a continuation of 19th century and 20th century colonization & an insult both culturally & environmentally. It's like a slap in the face, the same as the lack of dual language signage through CHCH is. Ko-te Reo / English Totara great although the on-going care will be sub-standard. Fagus sylvatical terrible, naku noa na	Mike Southerwood	



Submission ID	Comments	Name	Name of organisation
19864	I am disturbed to see that the bike lanes on Lincoln Road are being replaced with bus lanes. This will make cycling on Lincoln Road more dangerous, at least while the bus lanes are in effect. Lincoln Road is popular with cyclists and an important transport link. There is only one cycle counter on Lincoln Road and it counts 2500 cyclists per week in a single direction. The South Hagley cycle counter counts over 1000 cyclists per day, and that cycle path connects directly to the north end of Lincoln Road. Hagley Park cyclist numbers will only increase as more of the major cycle ways are built. There are also two Major Cycle ways that cross or will cross Lincoln Road--Nor-West Arc and Little River Link. Lincoln Road needs to work for everyone who uses it--pedestrians, cyclist, people in busses, and people in cars. The current proposal will make Lincoln Road extremely dangerous to use for everybody who wants to cycle on it and I think that is unacceptable.	Peter Graham	
19862		Greg Vodok	
19861	Please consider adding a green turning arrow for those turning right from Lincoln Rd into Whiteleigh Ave. I drive towards this intersection every morning (towards town) and I often have to slow down because the cars turning right (from Lincoln Rd into Whiteleigh Ave) are moving forward in order to see if any cars are coming on the second lane (the left lane on Lincoln Rd). I don't blame them. This is a safety issue that needs to be addressed. Secondly, I find that many people drive at 60kph down Lincoln Rd (both directions) and it may pay to have more speed signage down here, especially when approaching the Lincoln Rd/Whiteleigh Ave intersection - possibly even a Radar speed sign.	Kelly Perazzolo	
19855		Oline Utting	
19853		Hannah Sheath	
19851		Evelyn Slape	
19850		Nath Dixon	
19849		Kylie Bettridge	
19848		Haley Black	
19847		Michael Campbell	
19845	The council has a great opportunity here to make our city into a fantastic place to live. Reducing lanes on roads, reducing the size of roads and making it difficult for people to get into the city makes it an annoying, frustrating place to live. The focus should be on reducing congestion. All of the traffic lights on one way streets and arterial routes should be synchronised to prevent the stop/start that often happens. Cycle lanes are a great idea but have been poorly executed, particularly on Strickland Street. Halswell/Lincoln Roads are a main route into the city and should reflect that by being a quick way to get in, not reducing speed or lanes.	Josie Baker	
19844		Tim Dyer	1963
19841	Try fixing the broken stuff in our city rather than looking at spending on unnecessary things. So much of this city is getting neglected only for CCC to spend lots of rates money on projects that are totally unnecessary and are just a waste of rates payers funds.	Cameron Taylor	
19840		Rachael Horner	
19830	Good job, need more SEPARATED cycle lanes so pedestrians and cyclists are safer, and public transport is extremely unpopular so this needs some investment.	Caleb McNabb	
19827		Grant Aldridge	

Submission ID	Comments	Name	Name of organisation
19824		Stacey Nicholson	
19823	Moorhouse East turning right onto Lincoln road needs a better chance to go. Traffic turning left often overrun the intersection blocking flow. Could be prevented by having a red light prior to the turning arrow going green. Time based light patterns as current are dangerous as they're forcing indecision and unpredictability of the traffic	Jared McGill	
19822		Jess Leach	
19821		Matthew Nicholson	
19819	This is a timely initiative - but its very shortsighted not to continue the lanes through to Curletts Road. If its considered to be necessary for future traffic flow - then its necessary now.	HELEN FAYE PARFITT	
19812		Shaun Boshier	
19809	I am a cyclist, pedestrian and a vehicle driver, and would prefer to see a better balance of the road space given over to each mode. I don't use the bus much, but I appreciate that it is a really good option for many people, and it should be given priority accordingly. Would be great to have the northbound bus lane as far as Moorhouse Ave, instead of cutting off at Harman Street. Understand that there are some space constraints, but would be great in the AM peak for the buses to avoid the queue at Moorhouse Avenue lights.	Carl O'Neil	
19801		Kayla Moreton	
19797		Georgina Bunz	
19796		Heidi Jerard	Westpac
19794		Mrs H R Symonds	
19793		Nathan None	
19792		Susan Noseworthy	
19791	It is time that this Council's management were taught to live within their means There are more urgent problems to solve rather than create more!	Ray Hobbs	
19790	Lincoln Road should be reopened to Hagley Ave. Addington remains cut off from the city due to this stupidity	Margot Ruddenklau	
19789	A better option would be to make it a full time 4 lane road thru Addington. The CCC should purchase a few of the properties on either side of the road and convert to off-street car parking to placate the (few) retailers left along there	Ross Williamson	
19788	There is a shortage of off street parking for people in Clarence Street South putting a time limit will be detrimental to our customer, and workers and residential residents	Reilly Price	
19787	Parking needs to be made available for workers & residents	Warren & Carolynne Price	
19779		Emma Postles	
19778		Ann O'Grady	

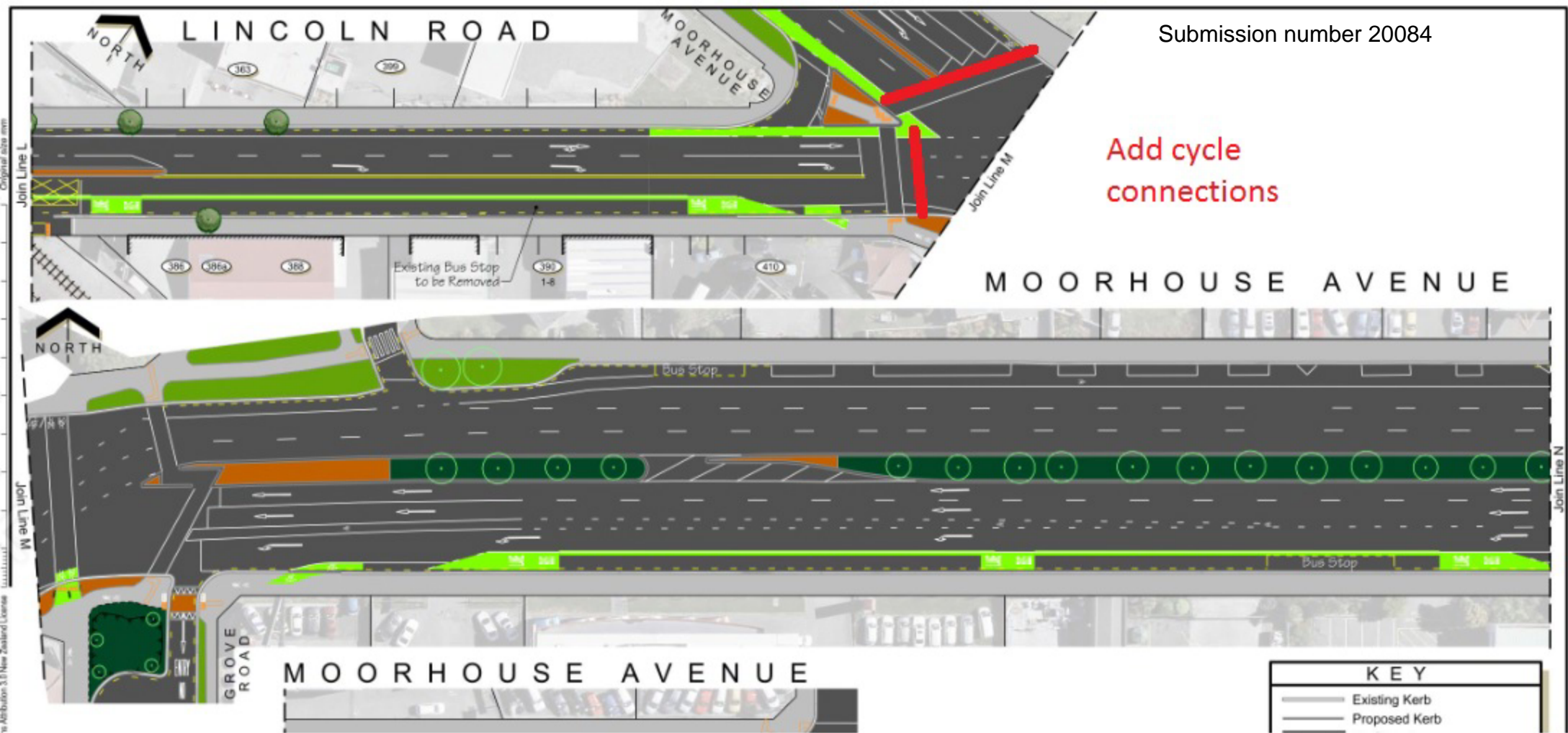
Submission ID	Comments	Name	Name of organisation
19775		Lucinda Rolton	
19773		Karen Todd	Jeff Dermott Ltd
19769	To encourage public transport the bus companies should be encouraged or coerced into keeping the fleet in a cleaner and tidier condition [maybe a requirement of the tender]	Vernon Rolton	n/a
19760		Amanda Kennedy	
19759	Great initiative. More!	Ally McGilvray	
19758		Mary Unsworth	
19757		Sheree Dixon	
19756	Example: If returning to my place after a function in the city at say 11.00pm Lincoln Rd deserted and I would like others fall into trap and drive at 50 km/hour. Very expensive fine could follow if stopped by police. Please keep at 50 km with a review at 6 months post conclusion of all road works Lincoln Rd	Michael Fenton	
19754		Hailey McConchie	
19752	Leave Lincoln Rd alone	Kerry Tuttle	
19751	The biggest choke points in terms of peak hour traffic are St Asaph St from Durham St South, and Moorhouse Ave from Antigua to Lincoln Rd and a part of the problem there, is pax traveling east on Moorhouse turning right into Lincoln Rd and blocking Moorhouse west traffic getting onto Lincoln Rd. Trees - plant Gingko - suit major cities - they assist absorb pollution	Meg Gourlie	
19750		Greg Andrews	
19749	Horrible changes Have lived in the area for over 20 years. The parking is needed for the shop	Ms E Drummond	
19746	I would like some more information around the cycle lane/bus lane interface, it looks in the video like cyclists will have to go into the traffic lane where the bus lane starts on the southeast side of Lincoln Road heading from Moorhouse. Is this true? This would be dangerous for cyclists and annoying for motorists. Or is the bus lane shared with cyclists? If so that is fine, but currently it isn't clear.	Duncan Henderson	
19743		Matthew Croton	
19742	I strongly object to the plan to put in a median strip making it impossible to turn right from Lincoln Road into Domain Terrace, as I come home from work that way. One of your staff said I could do a U-turn further down, but that is not satisfactory. When I lived on Bucknell Street, the council put a median strip on Yaldhurst Road, which meant that to go towards the city, I had to turn left then do a U-turn at next corner. One time when I did that, a speeding Asian ran into the back of me, and the insurance company (State) assumed it was my fault because I was doing a U-turn! At present, there is quite a lot of traffic going towards Halswell, but it is never long before there is a gap in the traffic or someone slows down so I can turn. It is too hard to do a right turn at the Lyttelton Street intersection as the only right-turning arrow is for people going in the opposite direction.	Michael Brathwaite	
19741	What a waste of money	Warner Wilson	
19740		Charlotte Cattoor	

Submission ID	Comments	Name	Name of organisation
19738		Reuben Campbell	
19736		Zoe Sewell	
19734		cornelis Tabak	
19733		Sofie Hampton	
19732		Sophie Clark	
19731	The council needs to start listening to its ratepayers. It appears that the council asks for feedback then ignores the public and goes ahead and does whatever it wants.	Shaun Comer	
19730		Kim Symon	
19728		Megane Sole	
19727		Matthew Holland	
19723	these changers will just add to the rates which are all ready over priced on many old properties with people struggling to pay them nd there bills.	ian jones	
19718	I think this is a great idea. This is also a busy route for cycle commuters so it is important to bear those (and potential riders if the safety aspects are improved!) road user in mind	Mike O'Grady	CDHB
19709	Lincoln Road, between Whiteleigh Ave and Moorhouse Ave ought to be reconsidered in terms of its network function. Lincoln Road is a location could be a thriving hub with quality outdoor spaces, and it would be good to see a more pedestrian led strategy. There already is a high capacity traffic rote, via connection onto Brougham Street, which frees up Lincoln Road for a 'place based' design.	Mark Gregory	
19685	Why are you guys wanting to wreck our city more!!! with bus lanes, cycle lanes and speed restrictions. Was all fine three years ago. Our city now is a waste of time going into thanks to no parking on streets & wrongly done cycle lanes	Don Barnet	
19683		Richard Townshend	
19682	I think the whole idea, really good	Sue Brown	
19681		Norman Xu	
19680		Carrie-Anne Grant	
19675	Nothing left to say but to repeat you are idiots and I sure wouldn't employ you	Arnold Dawson	
19663	Would prefer my full name not be published in a public document. Why not just my Name and initial of surname?	Nathan Tikao	
19639		Mel None	
19638	PLEASE DO NOT DO THIS Making roads pretty is one thing, but they need to be fit for purpose & anything that reduces traffic flow, is a step backward for the users.	Gwyneth Carson	
19625		Robert Fleming	

Submission ID	Comments	Name	Name of organisation
19609	<p>Lincoln Rd Submission 27/10/1</p> <ol style="list-style-type: none"> <li>1. I support the 30kph limit, will make this area safer and slightly more pleasant to be in.</li> <li>2. There is no mention of cycle lane widths where there is no bus lane, they need to be 1.8-2m wide (Cycle Design Guidelines 3.2.3)</li> <li>3. Where parking is allowed in the bus lanes there must be enough width to allow cyclists to pass the parked cars and avoid opening doors without crossing into the adjacent lane.</li> <li>4. How are the right turns into Spencer, Bernard, Dickens ect going to be prevented, it is not clear from the plans.</li> <li>5. Cars turning left into Grove to give way to cyclists following shared path across Grove.</li> <li>6. Green paint in cycle lane on Moorhouse travelling West.</li> <li>7. A parking space devoted to cycle parking in Addington or better off road cycle parking.</li> <li>8. Longer cycle light phase for cyclists exiting Hagley park, currently too short for the numbers waiting during peak times</li> </ol>	Martin Fraser	
19603	Thank you. This is very forward thinking.	Cody Cooper	
19602		Dawn Martin	
19593	<p>Instead of another traffic light (which only antagonises car drivers), how about a pedestrian refuge at 335 Lincoln Road corner, as there is a natural unused triangle where a refuge could be placed, on the South side of the right turning lane into Bernard Street. Pedestrians often walk across there by town tonic to the Pharmacy approximately. There is only a few occupants in the 334 Lincoln Road building now, understanding the Jailhouse B'n'B which would probably be harder for the mostly foreign drivers that visit there? I commute by bus/cycle combination as I live in Preston's Park takinh the Orange Metro line and car more frequently as work on the corner of Lincoln Road at 335</p>	Ashley South	
19580		Isla Stewart	
19564		Andrew Green	
19563	<p>Overall the road layout looks messy and complicated with far too much drawing on the roads. Random green grip areas for bikes and random brick textures on the footpath. Keep it simple and clean don't over complicate it, maybe keep brick textures inside the four avenues as a special feature.</p> <p>The pedestrian crossing from Moorhouse Ave to Grover Road looks awful keep it a straight line (bottom two drawings on sheet 3)</p> <p>Possible future light rail option?</p>	Divyesh Bhaven	
19562		Kylie Moore	
19561		Robin Moore	
19557		Sandra Johnstone	

Submission ID	Comments	Name	Name of organisation
19556	conditions around/provision for bike lanes is unclear. Will parking outside of bus lane operational times mean that there is no lane then?. Having a bike lane separated from both the bus lane and parking would be the best solution. This section of Lincoln road is very hazardous/difficult to negotiate on a bike. Cycling should be equally encouraged as an alternative method of transport along this route (both out to the South-West of ChCh and to visit the shops in Addington). I currently don't cycle/shop down here because of the inadequate cycling infrastructure.	Katie Bowron	
19552		Tom Williams	
19549		Emma Jamieson	
19542		Rebekah Ayrey	
19532		Scott Gebbie	
19531	100% endorse and applaud council for finally addressing the mess of Lincoln road.  The intersection of Lincoln road /Moorhouse ave is dysfunctional for cyclists- (leaving the CBD towards Halswell) - the wait time is ridiculously long for a green light. An under or overpass would substantially assist in encouraging cyclists/pedestrians etc using Lincoln road to and from the CBD.	Philip Strang	
19529		Greg Edwards	
19526		David Garraway	
19525	Looking at some of your future plans for the northern end of Halswell Road fills me with dread, as someone who will be having to get from Edinburgh Street to the old site of Spreydon Primary School (near the corner of Halswell and Curletts Roads), these plans will mean that I will have no other option but to drive way up past the Curletts Road intersection, turn around way up there and come all the way back to get to the drive way, instead of just turning straight into it like I can now. From what the map shows it doesn't look like that u-turn bay will be far enough south for me to get into the drive way from it. Then of course there's the issue of having to drive all the way up to Lyttelton Street to get back home instead of just turning into Domain Terrace like I can now. If there are future submissions for that plan I will definitely be making one.	Anthony Brathwaite	
19524	The Council hasn't got a car friendly or a progressive model for traffic flow it is a failure before you started = hopeless and futile reflecting a form of low grader non talent and time servers.	Steve Raukawa	
19523	If there has to be a bus lane then a cycle lane has to be added as well to make it safe for cyclists	Liz Van der krabben	
19522		Juliet Cruz	
19521		Darren Wilson	
19519		Aric Thorn	
19518	Yes stop wasting the money we have worked hard for and be thifty. Do not go changing things unnecessarily.	Maree Morse	
19516	The trees will be lovely. I think having more foliage and trees on busy roads and in the centre of the city will make Christchurch a really lovely city.	Holly Nutt	
19513		Andras Iranyi	Arvida Group
19511		James Foote	

Submission ID	Comments	Name	Name of organisation
19509	You need to be preparing for more cars on the road not less. As electric and hybrid cars reduce in price more people will buy them and the number of cars will increase. This means stop investing so much in cycle lanes and public transport and trying to slow cars down, instead look at ways to enhance travelling by car in the city.	Paul Hixson	
19508		Simon Hay	
19506		Craig Downing	St John Ambulance
19504	The biggest mistake made was not including an on ramp and exit ramp at Halswell onto the Southern Motorway. If this had been done (and it blows my mind it wasn't given the predicted growth into Halswell Wigram etc) it would of eliminated alot of traffic off Halswell and Lincoln Rd not thought through well at all. Perhaps consideration should be given to doing this?	Susanne Wright	
19503		James Stent	
19502		Alison Beatty	
19501		Tina Bailey	
19479		Rick Houghton	
19478	At the corner of moorhouse ave and lincoln rd heading south. I notice many cars cut the corner and drive in the bicycle lane when turning from moorhouse into lincoln. you can see this as the car tyres have worn away the green bicycle lane paint. This is dangerous as shows cars are going too fast for the corner and could hit people on bicycles. Could the bicycle lane be pushed onto the foot path for this corner?	dave gardner	
19477		Mark Seddon	
19475		Peter Murphy	
19474		Michelle Cattell	
20570	I'm sure you will go ahead weather we like it or not cos you have stuffed up the city	Nigel Dent	
20546	Disappointed in the lack of future planning for Lincoln Road. The Shoe shop, Black Horse, Bottle O, Dairy, Mower shop etc should be taken for road widening and four lane to cope with the additional traffic from Halswell.	Wendy Gibons	
20526	<p>Thank you for the opportunity to provide feedback on the Lincoln Rd Consultation. This submission represents Environment Canterbury Public Transport staff feedback. The core Orange Line route uses Lincoln Rd and has to negotiate heavy traffic along this corridor. The 120 route which uses Lincoln Rd between Harman St and Whiteleigh Avenue is also affected by the current congestion. Increased congestion means the bus priority measures are essential to enable this route to achieve journey times and provide more capacity for growing demand of this service.</p> <p>We fully support the proposed bus lanes. We also support the pedestrian crossing to help negotiation of a busy thoroughfare, and the restriction of right-hand turns at 3 locations. Currently, cars turning right will block traffic travelling straight along Lincoln Rd and the resulting queue slows traffic on this main corridor.</p> <p>We appreciate the hard work and planning by Christchurch City Council and design teams on this project to reduce congestion and create a safe and streamlined corridor for all traffic modes.</p>		Environment Canterbury
20504		Grace Read	



Add cycle connections

KEY	
	Existing Kerb
	Proposed Kerb