

## **Hearings Panel**

### **Colombo Street Cycle Route Connection**

### **AGENDA**

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#### **Notice of Meeting:**

A Hearings Panel meeting will be held on:

**Date:** Monday 23 November 2020  
**Time:** 9.30am  
**Venue:** Committee Room 1, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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#### **Panel**

Members  
Councillor Mike Davidson  
Councillor Catherine Chu  
Councillor Jimmy Chen

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**17 November 2020**

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## Ōtautahi-Christchurch is a city of opportunity for all

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

### Principles

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

<b>Resilient communities</b> Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	<b>Liveable city</b> Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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### Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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**1. Apologies / Ngā Whakapāha**

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

**2. Election of a Chairperson / Te Whakatū Poumua**

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

**3. Declarations of Interest / Ngā Whakapuaki Aronga**

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

## 4. Colombo Street Cycle Route Connection

Reference / Te Tohutoro: 20/1218912

Report of / Te Pou	Kirsty Mahoney, Project Manager, <a href="mailto:Kirsty.Mahoney@ccc.govt.nz">Kirsty.Mahoney@ccc.govt.nz</a>
Matua:	Tara King, Senior Engagement Advisor, <a href="mailto:Tara.King@ccc.govt.nz">Tara.King@ccc.govt.nz</a>
General Manager /	David Adamson, General Manager City Services,
Pouwhakarae:	<a href="mailto:David.Adamson@ccc.govt.nz">David.Adamson@ccc.govt.nz</a>

### 1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to report the outcomes of the consultation phase for the preferred scheme design for the Colombo Street Cycle Connection project. This report has been written by staff to provide the Hearings Panel with the background and recommendations for this project to proceed.
- 1.2 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined due to the high level of interest Christchurch residents have in relation to cycle lanes and parking in the central city.

### 2. Proposed Officer Recommendations / Ngā Tūtohu

- 2.1 It is recommended that the Colombo Street cycle connection (**Attachment A**) be approved for detailed design, tender and construction, pending the following recommended changes:
  - Widen the cycle lanes to 1.8-1.9 m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used.
  - Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high-performance markings and wider lines.
  - Update the plans to reflect the installation of the no stopping lines marked on Colombo Street outside Maryville Courts recently.
  - Review the length of the "green" time for cyclists travelling across Bealey Avenue to ensure there is sufficient time for slower riders to get across the intersection. A "head-start" for northbound riders over left-turning traffic was identified during the design stage and will be included in the project.
  - Remove the drainage channels at the edge of the cycle lane across Peterborough Street from the design.
  - Provide four additional cycle stands around the Peterborough Street intersection, bringing the total along the route to 20.
  - Convert one of the unrestricted parking spaces outside No. 867 Colombo Street to a P5 (at any time) space, replacing the small existing P5 space being removed to fit the tree.
  - Extend the length of the feature paving further south to No. 907 Colombo Street.
  - Develop coloured surfacing colours and layout detailed design.
- 2.2 The detailed traffic resolutions and updated plans will be developed to inform the Hearings Panel report.



### 3. Background / Te Horopaki

- 3.1 This project seeks to connect the Papanui Parallel MCR (Major Cycle Route) at Bealey Avenue to the Ōtākaro works just south of Kilmore Street by providing cycle facilities along Colombo Street. In addition, the Council will complete a small section of cycle facilities along Colombo Street from Kilmore Street to the Avon River Bridge, which was originally part of the Ōtākaro AAC (An Accessible City) project, but was delayed by the Town Hall construction work underway at that time.
- 3.2 There are currently no cycle facilities along Colombo Street, between Bealey Ave and Kilmore Street. The initial project scope was for an interim facility; however, there is potential for it to remain in place long-term (i.e. up to ten years), until funding for the full AAC project is available in the future.
- 3.3 It is noted that the scheme design options developed, and the preferred option presented for consultation, do not meet the intent of the Streets and Spaces Design Guide and the original plan for this AAC project, which seeks to renew the road reserve from boundary to boundary, due to a lack of available budget.
- 3.4 An initial report (March 2019) was prepared based on scheme options that considered a minimum ten-year life and envisaged one-way separated cycle facilities. These options had a significant impact on on-street parking and provided no enhancement for the streetscape as envisaged in the Streets and Spaces Design Guide.
- 3.5 The initial March 2019 report was considered by the Transport Steering Group and the AAC Joint Technical Review Panel and as a result an addendum report (August 2019) was prepared that considered options to provide more street amenity (i.e. street trees), and an option with less impact on on-street parking in the business area. These review groups concluded that the initial scheme options were not delivering the amenity improvement outcomes desired from the AAC programme. The addition of the separated cycle lanes in the original options assessment significantly affected the available on-street parking, with losses of 60-74% of the existing parking in some options. This was considered to be a key concern for business owners in the length of Colombo Street between Salisbury Street and Kilmore Street.
- 3.6 A further report (January 2020) was prepared to address the loss of on-street parking between Bealey Avenue and Salisbury Street, minimise construction costs, and include urban design and landscaping enhancements, whilst providing safe cyclist facilities. This option was taken forward as the preferred scheme option for consultation.
- 3.7 The key design elements of the proposed scheme presented for consultation included:

#### Bealey Ave to Salisbury Street

- Painted buffered cycle lanes with removal of some on-street parking around bus stops and intersections for cyclist safety. Note the buffer is also painted.
- A 4.2m wide shared mixing zone for straight-through cyclists with left-turning traffic at Salisbury Street.
- On-street parking retention of 29 spaces from the existing 36 spaces on the eastern side of Colombo Street, and 28 spaces from the existing 38 spaces on the western side of Colombo Street. Overall, the parking retention is 77% from the existing.
- Introduction of a 30km/h speed limit supported by traffic calming measures including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Improving amenity and road legibility by introducing street trees, build outs and threshold paint to visually, and physically, narrow the corridor. Also a proposed cluster of coloured arrows for each of the build-out locations, and proposed patterned paint treatment to footpath areas.

- Planting of 12 new street trees, in planter boxes, located at approximately 50m spacing.
- Rationalisation of bus stops, removing the two stops closest to Salisbury Street, and replacing them with a relocated stop on Salisbury Street and a new stop on Colombo Street south of Salisbury Street.

#### Salisbury Street to Kilmore Street

- Painted buffered cycle lanes.
- Cycle lane treatment at intersections with kerb build-outs added to the approaches to Peterborough Street to slow left-turning traffic, improve pedestrian access and further narrow the street.
- Introduction of a 30km/h speed limit supported by traffic calming measures, including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Extension of the 30km/h speed limit on Peterborough Street, and threshold treatments at Durham Street North and Manchester Street.
- On-street parking retention of 21 spaces from an existing 35 spaces.
- Enhanced vibrancy of retail hub by introducing design street art around the Peterborough Street intersection.
- Placement of street trees in existing and proposed kerb build-outs to support traffic calming and in consideration of vehicle entrances and exits, and known underground services.

#### Kilmore Street to Avon River Bridge

- Introduction of five on-street parking spaces, in addition to one mobility space on the eastern side of the road, and two mobility spaces on the western side. These changes result in the loss of one car parking space from the existing layout.
- Creation of a shared path area on the eastern side of Colombo Street to the south of Kilmore Street, to connect to the Avon River Precinct shared path on Cambridge Terrace, with an access ramp for southbound cyclists to enter the shared path from the roadway.

## 4. Community Views and Preferences / Ngā mariu ā-Hāpori

### Public Consultation / Te Tukanga Kōrerorero

- 4.1 Community consultation on the Colombo Street cycle route connection project, was undertaken from Monday 28 September until Tuesday 27 October 2020.
- 4.2 Approximately 900 consultation leaflets were hand delivered to businesses, property owners and absentee owners along and surrounding the cycle route.
- 4.3 Hard copies of the consultation leaflet and submission forms were made available at Civic Offices and Linwood Library (refer to **Attachments B and C**).
- 4.4 The community were asked to respond to these questions:
  - Do you support the plan for the cycle route connection?
  - Do you have any comments or concerns in relation to specific parts of the plan?
- 4.5 A Newsline article was published to provide information on this project and encourage submissions on 28 September 2020<sup>1</sup>. This information was also shared on the Council social media platforms and included in the Council produced cycling e-newsletter.
- 4.6 Pre-engagement was carried out on 22 September 2020 by the project team. This involved door knocking the most affected businesses along the cycle connection route. Specific

<sup>1</sup> <https://newsline.ccc.govt.nz/news/story/call-for-feedback-on-colombo-st-cycle-lanes>

information relating to the needs of those businesses was collected and businesses were encouraged to make a submission. For those businesses that were not open a small 'sorry we missed you' leaflet was left.

- There was strong interest in this project from those that were visited
- Businesses were generally supportive of the concept
- Businesses were most interested to know more about any parking loss and any disruption during the construction phase.
- There was agreement that the area could benefit from some landscaping improvements and other visual improvements to encourage more patronage.



*Sorry we missed you leaflet*

- 4.7 The project team met face to face with a number of other key stakeholders before the consultation opened. This included Environment Canterbury, the Chamber of Commerce and Lucas Associates. These meetings provided good opportunities for sharing information and to encourage these groups to make sure other key stakeholders were aware of the project.
- 4.8 During the consultation period we held a drop in session, to allow any other interested parties to meet the project team and find out more about the project. This took place on:
- Monday 5 October, 4.30 pm to 6 pm, Salvation Army meeting room, 853 Colombo Street.
- 4.9 This drop in session was attended by around 16 residents and local business owners. Key queries related to:
- Clarification of where the bus stops are moving to
  - Support for the cycle lanes, but concern that they aren't fully separated
  - Requests for the "trial" to be monitored
  - Concern over loss of parking around some businesses
  - Requests for additional landscaping to prevent vehicles parking on footpaths
  - Some concern over visibility with tree planting near driveways
  - Requests to amend the parking restrictions and remove all day parking
  - Bealey Avenue intersection, phase times aren't long enough.

### Summary of Submissions / Ngā Tāpaetanga

- 4.10 At the close of the consultation period, 269 submissions were received. This included submissions from these businesses and organisations:
- Action Bicycle Club #35065
  - Blind Low Vision New Zealand #34742

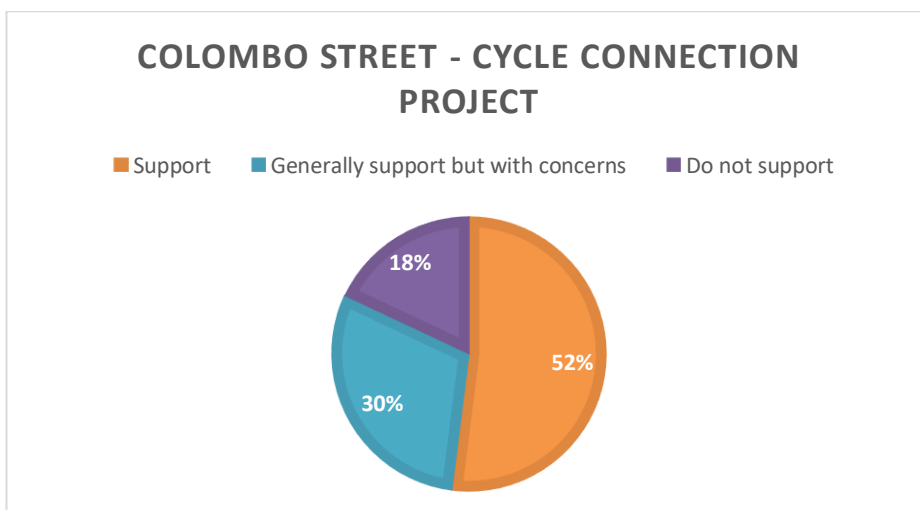


- Cycle Trading Company #34632
- Dalman Architects Limited #34623
- DATAmetrics #34540
- Colombo Street Specialist Plastic and Reconstructive Surgeons #34752 and #35546
- Generation Zero #35505
- Lucas Associates #35540
- Maryville Courts Retirement Village #34613
- MENZ medical #34680
- National Trade Academy Limited #34573
- New Zealand Business Tools (NZBT) #34989
- Ortho South Limited #35287
- Pita Kāik/Peterborough Village #35576
- Rash Family Trust #35490
- Southpark Corporation #34900
- Spokes Canterbury #35526
- The Salvation Army Christchurch City Corps #34839
- Waipapa/Papanui-Innes Community Board #35069
- Waka Kotahi New Zealand Transport Agency #34638 and #34989
- Wednesday Wheelers #34600

### Do you support the plan for the cycle route connection?

- 4.11 At the close of the consultation there were 141 submissions in support of the cycle route connection plan. There were 81 who generally supported the connection but have concerns and 47 who did not support the cycle route connection project.

Support	Generally support but have concerns	Do not support	Total
141 (52%)	81 (30%)	47 (18%)	269 (100%)

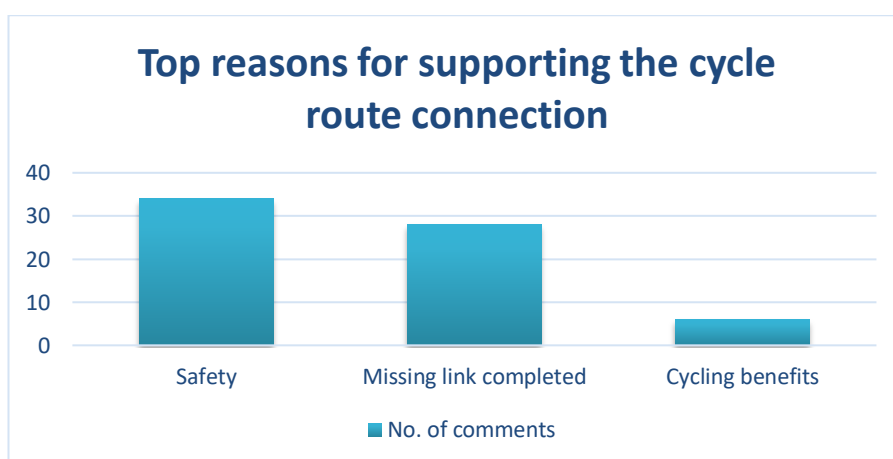


- 4.12 Please **refer to attachment D** to view mapped submissions from those along the direct cycle connection route on Colombo Street, along with a summary of these submissions.

### Themes from those who supported the Colombo Street cycle route connection plan

- 4.13 There were 141 (52%) submitters who supported the plan for they cycle route connection. The most frequent reasons for supporting the project related to:

Comments	No. of comments	Submitter ID #
Will make it safer	34	35542, 35525, 35503, 35500, 35499, 35451, 35311, 35214, 35113, 35112, 35064, 35057, 35002, 34989, 34937, 34837, 34831, 34806, 34754, 34725, 34719, 34715, 34712, 34711, 34708, 34659, 34648, 34632, 34627, 34606, 34604, 34599, 34558, 34524
Support for the missing connection	28	35542, 35536, 35526, 35503, 35502, 35499, 35496, 35311, 35214, 35113, 35083, 35069, 35064, 34989, 34895, 34878, 34837, 34807, 34719, 34712, 34648, 34629, 34588, 34579, 34553, 34543, 34533, 34523
Cycling is good for health, wellbeing and the environment	6	35500, 35499, 34754, 34632, 34539, 34523



- 4.14 Project team comments in relation to these are as follows (where relevant).
- 4.15 **Safety** – We received feedback from the community that this new cycle connection would make the road safer than it currently is for cyclists along Colombo Street.
- “I support the extension of the cycleway along Colombo Street south of Bealey Ave. The existing situation, where a safe, high quality cycleway simply terminates at Bealey Ave, leaving cyclists on a 50kph road, is poor”. – Submitter #35503*
- 4.16 **Project team comments:**
- 4.17 The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none, and make it safer for cyclists.
- 4.18 **Missing connection** – We received feedback from the community in support of creating a connection for cyclists into the central city.

*“A very welcome connection between the excellent cycle lane north of Bealey Ave and the central city”. – Submitter #35496*

4.19 **Project team comments:**

4.20 The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none.

4.21 **Health, well-being and the environment** – We received feedback from the community about the importance of encouraging cycling for the health of residents and to look after the environment.

*“We should be encouraging people to cycle more and drive less to preserve the environment, prevent congestion and improve people’s health and wellbeing”. – Submitter #54523*

4.22 **Project team comments:**

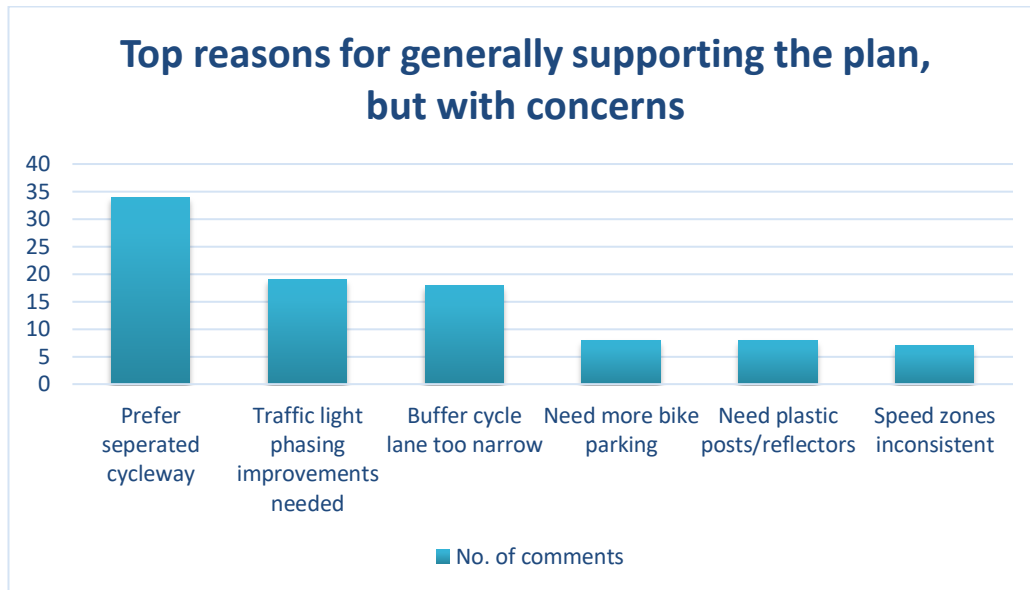
4.23 The project team agrees that the provision of a cycle connection will provide further opportunity for all transport mode users, including active mode users, to have a defined space to travel into and out of the central city along this key route.

**Themes from those who generally support the Colombo Street cycle route connection plan, but have some concerns**

4.24 There were 81 (30%) submitters who generally supported the plan, but did have some concerns. The most frequent concerns related to:

Comments	No. of comments	Submitter ID #
Would prefer a separated cycleway	34	35538, 35535, 35528, 35505, 35497, 35494, 35487, 35319, 35168, 35089, 35065, 34954, 34908, 34886, 34861, 34860, 34811, 34772, 34771, 34748, 34722, 34666, 34637, 34622, 34609, 34602, 34595, 34593, 34576, 34563, 34548, 34545, 34541, 34527
Requests for traffic light phasing improvements at intersections	19	35541, 35538, 35528, 35507, 35505, 35493, 35487, 35405, 35382, 35319, 35288, 35283, 34785, 34772, 34709, 34637, 34616, 34609
Painted buffer cycle lane too narrow	18	35541, 35539, 35535, 35529, 35528, 35508, 35507, 35505, 35493, 35405, 35390, 35298, 35288, 34811, 34785, 34610, 34609, 34580
Requests for more bike parking along the route	8	35535, 35531, 35528, 35487, 35288, 35283, 34976, 34861
Requests for plastic posts or reflectors	8	35507, 35431, 35405, 35319, 35288, 34907, 34698, 34637
Concern speed zones are inconsistent	7	35528, 35508, 35507, 35497, 35493, 35487, 35405





4.25 Project team comments in relation to these are as follows (where relevant).

4.26 **Separated cycleway instead** – We received feedback from 34 submitters that they would prefer a separated cycleway. However it should also be noted that there were 10 submitters who specifically noted that they were supportive of the painted buffer cycle lane.

*“I am disappointed that the cycle lanes will not be separated (as on the north side of Bealey Ave). This is likely to mean they are less child and new cyclist friendly”. – Submitter #35064*

4.27 **Project team comments:**

4.28 The project team sought to balance the aim of providing cycle facilities between the Papanui Parallel MCR and the central city with the desire to retain as much as possible on-street parking for businesses, particularly in the retail area between Salisbury Street and Kilmore Street.

4.29 **Traffic light phasing improvements** – We received feedback from the community requesting an improvement to traffic light phasing specifically at Bealey Avenue.

4.30 *“The crossing and traffic-light phasing at Bealey Ave is not included in the proposed plan. When crossing Bealey on a bike heading north during off-peak hours, the phasing allows VERY little time to get across. The diamonds on the cycleway don’t trigger any changes in the light cycle. During off peak hours (say, after 8 pm?) the duration of the green light is set for the speed of cars only, which means the light turns amber before you are even half way across Bealey Ave. I find the timing tight myself as a confident user of a bicycle, but there are times that I am praying I’ll be seen by the cars on Bealey as the light turns red”. Submitter #35528*

4.31 **Project team comments:**

4.32 The project team agrees with this feedback and will work with the signals team to improve the traffic light phasing at Bealey Ave to allow cyclists sufficient time to cross this intersection.

4.33 **Cycle lane too narrow** – We received feedback from the community relating to concerns that the cycle lane being proposed is too narrow.

*“The cycle lane width of 1.6m against parked cars is narrow, especially as you have just come off the Papanui Parallel separated facility. The 0.4 m painted buffer won’t keep riders away from opening doors”. – Submitter #35283*

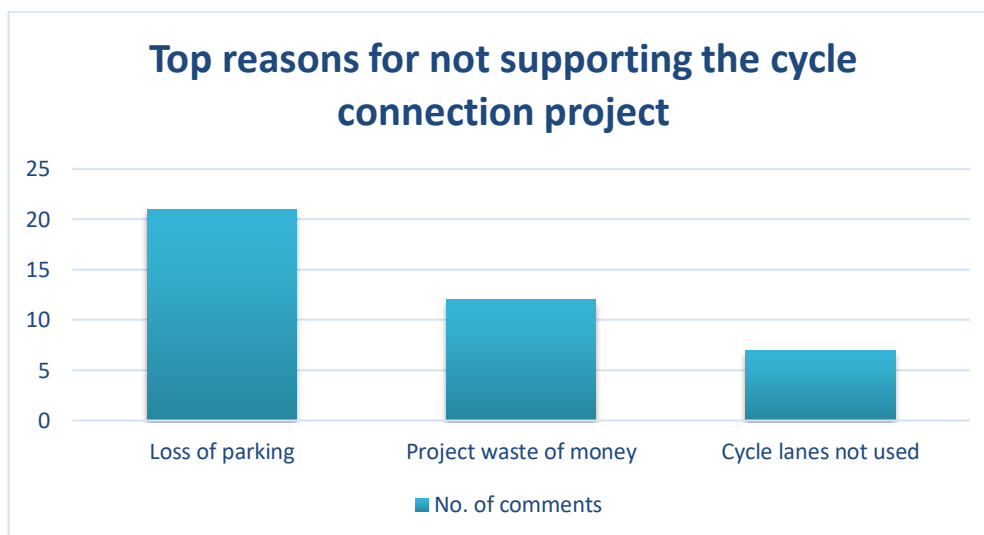
4.34 **Project team comments:**

- 4.35 The project team acknowledges that the proposed cycle lane widths are not ideal, and has proposed a solution of 1.6m wide cycle lanes with 0.4m buffer to fit within the available road space. The alternative is to remove the buffer and provide 1.8m wide cycle lanes, which provides less visual separation between the vehicle lane and the cycle lane.
- 4.36 The cycle lanes have been widened to 1.8-1.9m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high performance markings and wider lines.
- 4.37 **More bike parking** – We received feedback from the community requesting more bike parking along the route.
- “We would like to see more bike parking facilities offered along the route. It is noted there is provision for about 8 cycle locking stands at Peterborough Street but these could be occupied most of the time by staff at the local businesses and attendees at the Christchurch College of Education. Provision of additional parks at the southern end of the area would provide facilities for those attending the town hall or wanting to meander through the central city without a bike”. – Submitter #35526 (Spokes)*
- 4.38 **Project team comments:**
- 4.39 There is currently 16 bike parking stands located along the route in the scheme plan. The project team proposes to include an additional four bike parking stands, located at the Peterborough Street intersection.
- 4.40 **Plastic posts or reflectors** – we received feedback from the community requesting the inclusion of plastic posts or reflectors, to make it safer for cyclists.
- “Physically separated lanes are better than painted lanes, otherwise have permanently fixed plastic “wands” to help prevent vehicle incursion onto the lane”. – Submitter #35319*
- 4.41 **Project team comments:**
- 4.42 The project team is reluctant to add vertical elements to the street environment, such as flexi posts, unless there is a known safety issue, as this adds a new hazard to the environment. The project team can investigate potential locations for these measures during detailed design, if required.
- 4.43 **Consistent speed zone** – we received feedback from the community about the ad hoc nature of the speed zones across the city.
- “...This tallies with overseas research I’ve read that shows that enforcement doesn’t work, especially at a hyper-local level. Not until (here’s hoping), we have city-wide 30km zones that encompass the central city and residential areas, and high speed arterials, will we start to see drivers obey limits consistently”. Submitter #35528*
- 4.44 **Project team comments:**
- 4.45 The project team has received advice from the Council Transport Operations team that the Council follows national guidance from Waka Kotahi – NZ Transport Agency for speed limit consistency. Their advice is that 30km/h is appropriate for a cycle route where there are high volumes of cyclists. 40km/h is appropriate on Colombo Street to the north of Bealey Ave, as at that point the cycle route transitions to a separated facility rather than a shared facility.

### Themes from those who do not support the Colombo Street cycle route connection plan

- 4.46 There were 47 submitters who did not support the cycle connection plan on Colombo Street. The most frequent comments related to:

Comments	No. of comments	Submitter ID #
Concern over loss of on-street parking	21	35506, 34839, 34810, 34768, 34753, 34740, 34705, 34695, 34680, 34634, 34631, 34594, 34590, 34573, 34570, 34559, 34556, 34549, 34546, 34536
Building cycle lanes is a waste of money	12	34721, 34720, 34695, 34631, 34591, 34560, 34559, 34555, 34554, 34550, 34547, 34528
Cycle lanes are not well used	7	35506, 34790, 34776, 34601, 34594, 34559, 34528



- 4.47 Project team comments in relation to these are as follows (where relevant).
- 4.48 **Loss of on-street parking** – we received feedback from the community who had concerns about the loss of on street parking due to the high demand for parking in the area.
- “Removal of 32 street car parks will place pressure on surrounding streets of which I am part of not to mention the effect on existing businesses”. – Submitter #35515*
- 4.49 **Project team comments:**
- 4.50 The project team has sought to balance the introduction of a cycle connection with minimising the loss of on-street car parking. Parking spaces have only been removed where it is unsafe to retain them such as at intersections and at bus stops, or where street trees are proposed to be implemented to improve the amenity of Colombo Street.
- 4.51 **Cycle lanes a waste of money** – We received feedback from the community who had concerns that funding would be better spent on something else.
- “You are driving people away from the city centre and with this plan I will NOT be visiting. There are far more important things that need to be done without spending money on this project even though the government has given the money”. – Submitter #34720*
- 4.52 **Project team comments:**



4.53 The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, within the available budget and scope outlined in the Council's Long Term Plan.

4.54 **Cycle lanes not well used** – We received feedback from the community about cycle lanes not being well used across the city.

*"Please stop being silly. Take a walk around the CBD and see how many people there are and how many cyclists. People don't go there. The CBD has been ruined and you want to do more of the same. Please learn from your mistakes, although it is probably too late". – Submitter #34601*

4.55 **Project team comments:**

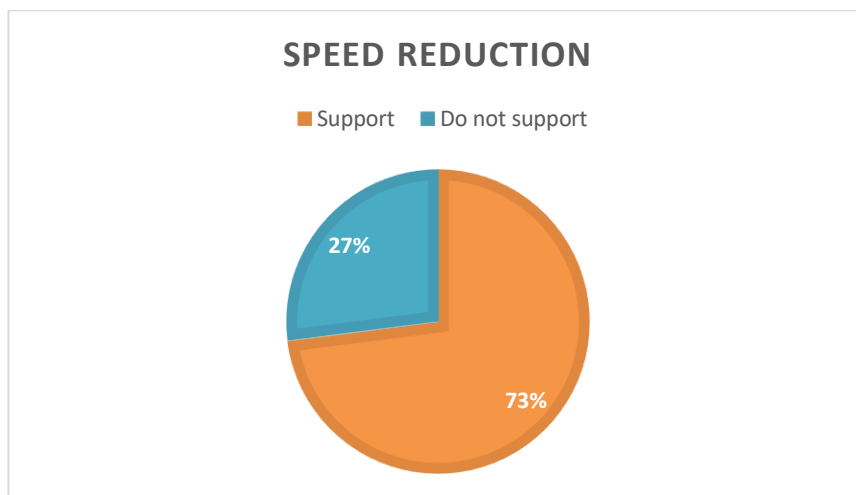
4.56 The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.

### Feedback on key parts of the cycle connection plan

4.57 All community feedback collected during the consultation period, on specific aspects of the proposed plan are included below, and include project team comments (where relevant):

4.58 **Speed reduction** – there were 29 specific comments in support of the speed limit reduction and 12 comments not in support of the speed limit reduction.

Support	Do not support	Total
30 (73%)	11 (27%)	41



4.59 The most common reason for supporting the speed limit reductions from submitters were related to the reduced speed limit making the road safer.

4.60 The most common reason for not supporting the speed limit reductions by submitters related to:

- The speed does not need lowering
- It will increase travel times and create congestion
- People will ignore it and still speed

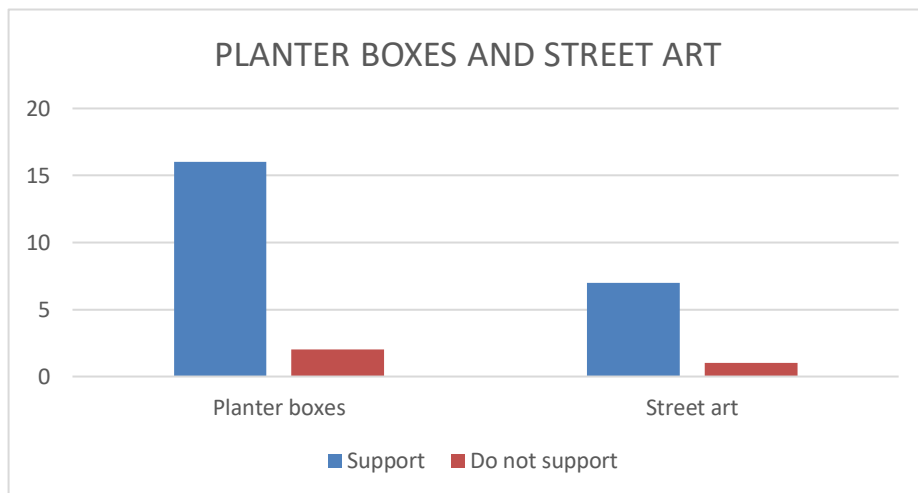
4.61 **Project team comments:**

- 4.62 The project team considers that lowering the speed limit along Colombo Street from just south of Bealey Ave to the Avon River Bridge south of Kilmore to 30km/h will make the environment safer for active transport mode users, including making it safer for cyclists using this route. The proposed 30km/h speed limit would add less than 30 seconds to the journey along Colombo Street. There have been requests from central city residents associations for lower speed limits in the central city, as outlined by one submitter.
- 4.63 In addition, the brief to the project team sought an increase in the amenity of the road environment, and to this end, the project team has included roadway art as part of the scheme plan. To include this in the implementation of the scheme plan, the actual speed limit along Colombo Street must comply with the Land Transport Rule. The 30km/h speed limit will support the installation of roadway art, which is shown on the scheme plan for this project as coloured diamonds with sharrows.
- 4.64 The Land Transport Rule: Traffic Control Devices Amendment 2020 was enacted in July 2020, which allows for the lawful installation on a roadway of markings that are not traffic control devices in particular circumstances also referred to as “roadway art”. A condition of the installation of roadway art is that it is installed in a lower risk environment. In this rule, lower risk environment is defined as:
- (a) Where the road controlling authority manages speeds, through the use of any combination of traffic control devices, roadside developments, roadway art and other changes in the road environment, with the aim to achieve an outcome where the operating speed of vehicles (except in emergency situations) is not more than 30km/h (whether or not the speed limit for the area is 30km/h); and*
  - (b) In relation to which it is reasonable for the road controlling authority to believe that outcome has been or will be achieved.*
- 4.65 **Bus stops** – there were 16 general comments relating to rationalising the bus stops in the cycle connection plan. Of these there were 8 submitters who specifically indicated they did not support the bus stop locations.
- 4.66 The reasons for not supporting the bus stop locations related to:
- Moving the bus stops does not work with the design, especially with the future two way to one way expected for Kilmore Street in the future.
  - Like the bus stops as they are now.
  - No requirement for a bus stop on the corner of Salisbury and Manchester, as buses traveling down Salisbury Street always turn from the right lane into Manchester Street.
  - Moving the bus stop from 121 Salisbury to 139 Salisbury will move a bus stop too close to Manchester Street.
  - The bus stop near the lights by Whiskey Galore will get stuck in congestion traffic in peak hours and slow the service down.
- 4.67 **Project team comments:**
- 4.68 The project team has worked with Environment Canterbury during the scheme design option development to rationalise the bus stops, and proposed to remove the two stops closest to Salisbury Street, and replacing them with a relocated stop on Salisbury Street and a new stop on Colombo Street south of Salisbury Street. However, based on the submissions received, the project team recommends that the bus stop locations remain close to their existing locations. The benefits of moving the bus stops are outweighed by the dis-benefits as raised in submissions. The configuration of the bus stops will be updated to meet the latest guidance

for bus movements in and out of bus stops, with both stops proposed to be shifted a small distance to avoid creating pinch points for cyclists.

- 4.69 **Planter boxes and street art** - there were 27 comments made about planter boxes and street art on the road.

Topic	Support	Do not support	Total
Planter boxes	16	2	18
Street art	7	1	9



- 4.70 The main reasons that submitters supported the planter boxes and street art related to the improvement in the amenity value of the area and having the flexibility to try something new and move things around.
- 4.71 The main reason for submitters not supporting the planter boxes and street art was due to the belief it was a waste of funding. There were also strong concerns raised by Blind Low Vision New Zealand in relation to the patterned colours on footpaths being confusing for the vision impaired and those with cognitive impairments, due to depth perception. They would prefer to keep them on the road only.
- 4.72 **Project team comments:**
- 4.73 The project team has sought to improve the amenity of Colombo Street by including planter boxes and roadway and footpath art. Planter boxes provide a low cost, adaptable solution rather than permanent street trees to allow these to be moved if there are issues with visibility or obstruction once implemented. The project team is working with the Blind Low Vision NZ team to incorporate their concerns for their clients into the project, as part of the detailed design, whilst not losing the aim to improve amenity of this environment.
- 4.74 **Tree and planter box relocations** – there were a number of specific requests for changes in the location of plant boxes and trees, these are noted below and include project team comments. The trees will be planted in planter boxes with their lower branches – those around drivers’ eye height – trimmed to allow visibility. The trees are generally located where visibility can currently be blocked by parked vehicles. The trees will mostly be planted individually, allowing drivers of higher vehicles more opportunity to see around the trees.

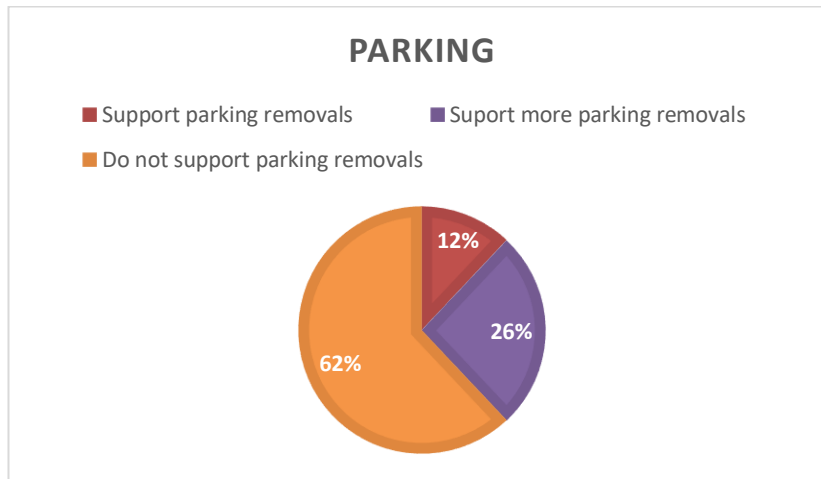
Comments	No. of comments	Submitter ID #	Project team comments
Remove tree between 863 and 867 Colombo Street to retain P5	2	34668, 34768	Convert one of the unrestricted parking spaces outside No. 867 Colombo Street to a P5 (at any time) space, replacing the small existing P5 space being removed to fit the tree.
Add a tree in the footpath at 807/805 Colombo Street	1	34780	Agreed, as long as this does not impede pedestrian traffic. This will be confirmed during detailed design.
Remove planter at 913 Colombo Street	1	34829	This planter aims to provide a gateway feature in combination with the one opposite at the 30km/h transition.
Remove tree in Maryville Village entrance 864 Colombo Street	1	34613	This planter can be moved towards the Rose Historic Chapel entrance to improve visibility.
Remove tree near 859 Colombo Street (Salvation Army)	1	34839	This planter will be relocated due to the revised bus stop locations, with a new nearby location to be confirmed.
Remove tree outside 868 Colombo Street	1	34740	This planter location can be amended if there are issues with visibility.
Remove tree outside 913 Colombo Street	1	34716	This planter aims to provide a gateway feature in combination with the one opposite at the 30km/h transition.

- 4.75 **Mobility parks** - there were 5 comments specifically made about supporting the inclusion of mobility parks. These were supported because these parks were being provided for people who really needed them. There were no submitters who did not support the inclusion of the mobility parks.

*"More disabled parking is great - it's really important that there is parking for those actually NEED it". - Submitter #35487*

- 4.76 **Parking** – there were 4 submitters who specifically supported the on-street parking removals, there were 9 submitters who supported more parking being removed and 21 submitters who specifically were not in support of the parking losses.

Support	Support more parking removals	Do not support	Total
4 (12%)	9 (26%)	21 (62%)	34



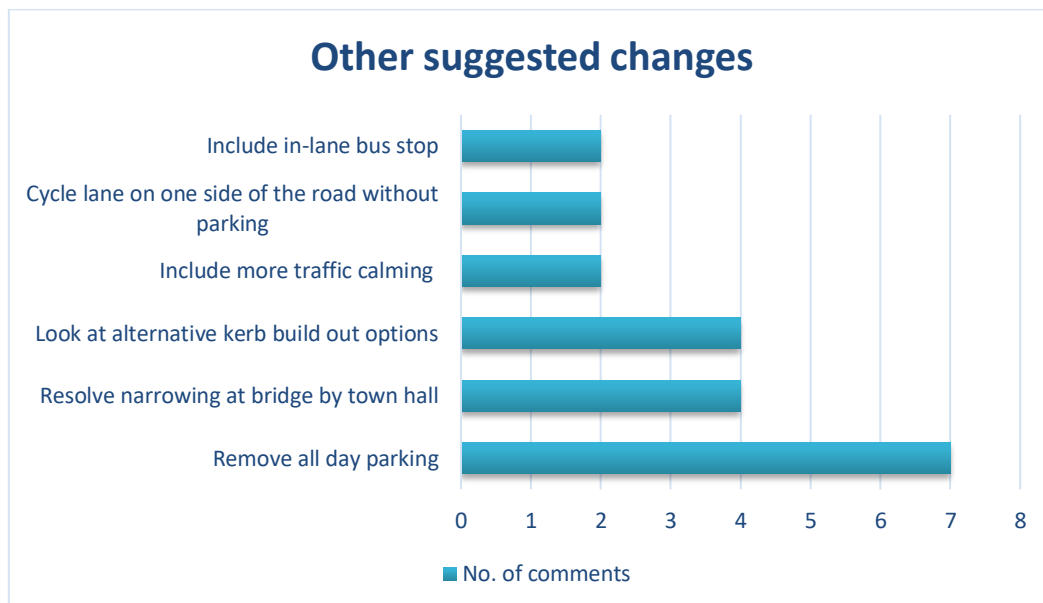
- 4.77 The main reason that submitters supported the existing on-street parking removals or who supported more parking removals was to make more space and make it safer for cyclists and to encourage residents to cycle more and drive less.
- 4.78 For those who did not support the removal of the on-street parking, this was due to concern that loss of parking would have negative effects for local businesses and residents in the area.
- 4.79 **Project team comments:**
- 4.80 The project team has sought to balance the introduction of cycle facilities with the retention of on-street car parking for businesses, particularly in the section of Colombo Street between Salisbury Street and Kilmore Street, and to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.
- 4.81 **Reviewing the "trial"** – there were 5 submitters who had comments about how the trial would be evaluated.
- "This appears to be some sort of trial rather than a commitment to a permanent improvement. How will success be evaluated? What data is being collected? How long is the trial period?" - Submitter #35319*
- 4.82 **Project team comments:**
- 4.83 There were several submitters that referred to the implementation of the interim cycle facilities as a trial. To provide evidence that a more permanent solution would be supported and could be justified in terms of priority and funding, the project team is preparing a monitoring and evaluation plan to implement upon approval of the scheme plan. This plan includes metrics to measure the success, or otherwise, of the facilities implemented, including but not limited to before and after vehicle traffic counts, cycle counts, and traffic speed counts. A qualitative survey with users will also be developed for user feedback on the measures once implemented, and this can be repeated on a regular basis. The brief to the project team noted that this interim facility could be in place for up to ten years.
- 4.84 It should be noted that the comments above have been analysed based on submitters specifically commenting on these aspects of the plan. There are also 61 submitters who indicated that they supported the plan and provided no comments. Therefore indicating they support all aspects of the cycle connection plan that we sought feedback on.

Support the cycle connection plan	No. of submitters	Submitter ID #
Yes	61	35558, 35543, 35534, 35523, 35498, 35353, 35345, 35338, 35333, 35297, 35282, 35274, 35272, 35232, 35215, 35125, 35089, 35088, 35086, 35076, 35069, 35059, 35055, 34835, 34808, 34747, 34706, 34703, 34700, 34692, 34684, 34639, 34630, 34628, 34625, 34621, 34620, 34605, 34600, 34597, 34596, 34592, 34589, 34585, 34584, 34578, 34577, 34571, 34569, 34568, 34564, 34562, 34561, 34552, 34544, 34542, 34540, 34537, 34535, 34532, 34525

- 4.85 **All other key suggested changes to the cycle connection plan** - there were a number of other suggestions for improving the cycle connection plan (outside of those already captured in the earlier sections of this report), the most common requests are listed below and include project team comments.

Comments	No. of comments	Submitter ID #	Project team comments
Remove all day parking in the area	7	35528, 35487, 35402, 35287, 34829, 34752, 34640	The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses. The availability of all day parking for commuters could be changed to time-restricted parking, which would assist with parking availability turnover for businesses. This is/will be recommended to be incorporated in a wider review of central city parking.
Resolve narrowing/cycle merging at the bridge by the Town Hall	4	35528, 35487, 34637, 34616	This is beyond the scope of this project, but the project team can refer this issue to the Transport Operations team for further investigation on options available at this location.
Alternative kerb build out options	4	35507, 35405, 35283, 34861	The kerb build out options presented seek to slow traffic and increase safety for active transport modes, within the constraint of not precluding different road layouts and cycle facility types in the future.
Include more traffic calming tools	2	35576, 35506	The project team has sought to include traffic calming measures that balances the implementation of cycle facilities with the retention of on-street

			car parking. If further car parking were removed, then additional traffic calming measures could be investigated. Other means of traffic calming would include vertical elements, which may cause vibration issues for residents along this bus route as buses cause more vibration than vehicles.
Remove all the parking on one side and have the cycle lane on that side of the road only	2	34720, 35576	The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses.
Request an in-lane bus stop	2	35526, 35505	This option is not favoured by Environment Canterbury, as an in-lane stop would delay traffic, particularly at the timing stops, where it is not appropriate for a bus to wait in the lane.



4.86 **Project team responses to specific submissions** – there were specific submissions that required a more formal response, as they raised a number of issues. These include:

- Blind Low Vision New Zealand
- Spokes Canterbury
- Submission #35507
- Pita Kāik/Peterborough Village

4.87 **Blind Low Vision New Zealand**

Had questions about:



- Street art – covered in section 4.88 of the report.
- Accessible parks – will they have ramps/flat access to footpaths?
- Bus stop at 139 Salisbury – is it free from driveways?
- What is the purpose of the kerb cut down on Colombo St, south of the Avon River?
- Why are there shared paths, when roads have cycle lanes?
- What are widths of the shared paths with landscaping?

#### 4.88 Project team comments:

The project team has had further contact with Blind Low Vision New Zealand to discuss their concerns. In particular, the project team agrees that during detailed design, the following design elements be incorporated:

- To retain the pattern on the footpath, look at opportunities to reduce the contrast of colours with the footpath surface and simplify the pattern to avoid any perception that the pattern is stairs.
- Undertake a trial of the painted colours on asphalt, and ask for feedback from user groups before confirming final colours. Council staff are working with paint suppliers to confirm the colour choice and type of paint that is most appropriate for roadway and footpath art as part of the Innovating Streets programme of work.
- Include kerb cut downs at the accessibility parks, where feasible.
- Ensure TGSi indicators are not joined at the intersections so users don't expect a Barnes dance situation.
- Investigate alternative roadway art options at intersections to retain amenity but avoid confusion for Blind Low Vision NZ clients.
- Ensure loading / off-loading area for the bus at the bus stop on Salisbury Street is well clear of the driveway entrance, if retained. The project team recommends that the bus stops are not moved from their existing locations, so this is no longer an issue.
- Ensure that cycle slip ramps south of Kilmore Street are not confused by Blind Low Vision NZ clients as crossing points. This has been achieved by using directional pavers.

#### 4.89 Spokes Canterbury

Key aspects:

- More bike parking facilities along the route
- Concern that paint on the road may swamp the white road markings
- Increase the width of the buffer zone
- Reconsider bus stops and include an in-lane bus stop
- Consider flexible posts to offer cyclists protection
- No left turn for northbound motorists onto Bealey Avenue
- Provide safe access for cyclists from the left lane to the left of the re-designated straight/right lane in the approach to the intersection
- Phase the lights, so cyclists get two opportunities to proceed north each phase. Once at the beginning of the northbound go phase and another at the end of the northbound go phase. These treatments could also be used on Kilmore Street for northbound cyclists and Salisbury Street for southbound traffic.

4.90 **Project team comments:**

The project team acknowledges the submission by Spokes, and agrees with the following initiatives:

- A further four bike parking facilities is recommended at the Peterborough Street / Colombo Street intersection.
- Undertake a trial of the painted colours on asphalt, and ask for feedback from user groups before confirming final colours. Council staff are working with paint suppliers to confirm the colour choice and type of paint that is most appropriate for roadway and footpath art as part of the Innovating Streets programme of work.
- Work with the Council's signals team to improve the cycle crossing phase time at the Bealey Ave intersection, and investigate whether there is opportunity to improve the phasing for cyclists at the Salisbury Street and Kilmore Street intersection with Colombo Street.

The project team does not believe the following suggestions by Spokes can be accommodated with the project scope and budget:

- The project team has worked with Environment Canterbury during the scheme option development and they are not in favour of an in-lane bus stop which will delay traffic due to two of the bus stops being timing stops. It would not be appropriate for a bus to wait in the lane at these locations, and impede vehicle traffic.
- The project team has sought to avoid the inclusion of vertical elements, where possible, to the scheme, as this introduces additional hazards to the road corridor.
- The project team does not support restricting vehicle movements at Bealey Avenue, as this project seeks to provide options for all transport mode users, including the buses that travel along Colombo Street.

4.91 **Submission #35507**

Key aspects:

- Review the speed limit area-wide (e.g. between the existing slow core and Bealey Avenue), with a view of moving most (if not all) streets to 30 km/h.
- Painted buffer cycle lane is too narrow, should be minimum of 1.8 m. Consider options that would achieve compliance with New Zealand guidance – refer to section 4.93 of the report for project team response.
- Build out the kerb, so that the kerb line matches the inside of the cycle lane, like it was done in Manchester Street south of St Asaph Street. To prevent drivers parking in the cycle lane taper area and drivers will queue in the cycle lane to keep the right turn lane accessible to drivers.
- Install flexi posts with gaps at driveways on the cycle lane to provide protection – refer to section 4.93 of the report for project team response.
- Do not relocate bus stops in the vicinity of the Colombo/Salisbury intersection, due to upcoming two-way traffic for Kilmore Street.
- Consider options that would reduce traffic volumes on Colombo Street between Salisbury and Lichfield that would make shared lane use appropriate.

4.92 **Project team responses:**

4.93 The project team has referred the area-wide speed limit review to the Transport Operations team. The speed limit change for Colombo Street is consistent with NZTA guidance. The project team agrees that a 1.8m wide cycle lane is appropriate, and recommends that the painted buffer cycle lane is replaced with the 1.8m wide cycle lane. The project team does not favour adding vertical elements to the cycle lanes as this adds a further potential hazard to users. The project team is recommending that the bus stops remain in their existing locations, but that the bus stop dimensions are upgraded to meet current guidance for buses entering and exiting the bus stops.

4.94 **Pita Kāik/Peterborough Village**

Key aspects:

- Post-earthquake plans (2015) developed by this group with the community provide improved cycle access and pedestrian environment
- Current proposal by Council staff is inadequate for the future of the village
- Cycle lane needs to be separated, with traffic on the right and parked cars to the left
- Painted buffer lanes will not slow traffic
- No parking should be on the Ōtākaro bridge
- Parking should not be a priority and unlimited parking on Colombo Street north of Salisbury Street and along streets at right angles is unnecessary.
- Support 30 km/h limit but the design does not support this.

4.95 **Project team responses:**

The project team has just recently been provided with the design plans for the North Colombo Transitional Project that was developed in 2015 as a community initiative to transition the existing streetscape through the earthquake recovery. Unfortunately, due to Council budget constraints it has meant that we cannot integrate this level of design into this project.

- The project team acknowledges and understands the submitter's concern regarding safety given the lack of separation between cyclists and parked cars as well as traffic lanes. The project team agrees that it would be desirable to alter the kerb layouts and preclude parking adjacent to the cycle lanes. Through the concept design process the design team assessed several options for the cycleway along the corridor. Our optimal design was similar to the design shown in the 2015 North Colombo Transitional Project plans with full separation. However, this is intended as an interim cycle connection and such alterations may need to be removed to accommodate any improved cycle facilities or adjacent road layout changes in the future. It is also beyond the funding allocated to this project and in this post-Covid world there was a desire to balance the need for car parking and use of space along the corridor for all users.
- In relation to the point raised about the Ōtākaro Bridge Car parking, the project team notes that this facility is intended to be an interim solution to improve safety and comfort along this route. While the project team agrees that parking on the Ōtākaro Bridge and putting cycles in traffic lanes is not a desired outcome, there has been a request for further accessible parking within the city and close to the Town Hall by Council – therefore the location of the accessibility parks has been integrated from previous projects.
- The project team understands the concern for safety of cyclists in a shared road environment, and in this area, the project team has had to consider delivery vehicle and tour coach access for the new Convention Centre as well as the venues within the performing arts precinct. Surface marking, signage and the lowering of the speed limit is

expected to deter general motorists and encourage a slower road environment for cyclists.

- The project team does not disagree with the submitter's thoughts in relation to removing parking along Colombo Street, however, the proposed scheme seeks to provide a balance between providing cycle facilities and retaining on-street car parking, where possible.

### Changes made to the plan, following feedback from the community

4.96 After considering community feedback, the following amendments are recommended for the Colombo Street cycle route connection plan.

- Widen the cycle lanes to 1.8-1.9 m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high-performance markings and wider lines.
- Update the plans to reflect the installation of the no stopping lines marked on Colombo Street outside Maryville Courts recently.
- Review the length of the "green" time for cyclists travelling across Bealey Avenue to ensure there is sufficient time for slower riders to get across the intersection. A "head-start" for northbound riders over left-turning traffic was identified during the design stage and will be included in the project.
- Remove the drainage channels at the edge of the cycle lane across Peterborough Street from the design.
- Provide four additional cycle stands around the Peterborough Street intersection, bringing the total along the route to 20.
- Convert one of the unrestricted parking spaces outside No. 867 Colombo Street to a P5 (at any time) space, replacing the small existing P5 space being removed to fit the tree.
- Extend the length of the feature paving further south to No. 907 Colombo Street
- Develop coloured surfacing colours and layout detailed design.

## 5. Details / Te Whakamahuki

### Decision Making Authority / Te Mana Whakatau

- 5.1 The Hearings Panel is to present its recommendations to the Linwood-Central-Heathcote Community Board (Board) and the Council.
- 5.2 The Board and the Council will then pass resolutions in their respective areas of delegation to support the recommendations or direct the Hearings Panel to review its recommendation.

### Legal Implications / Ngā Hīraunga ā-Ture

- 5.3 The Hearings Panel is making its recommendations (and the Board and the Council is making its decisions) under the requirements of section 76-81 of the Local Government Act 2002.

### Resource Implications / Ngā Hīraunga Rauemi

#### Capex/Opex / Ngā Utu Whakahaere

- 5.4 Cost to Implement – the scheme estimate to implement the cycle connection along Colombo Street is \$950,500.
- 5.5 Maintenance/Ongoing costs – There is an implication on ongoing maintenance costs for the planter boxes watering and weeding, which has been quoted at \$487 per planter per year. There is also likely to be a requirement to repaint the roadway art within the 10 year

timeframe anticipated for this facility, which is likely to cost approximately \$91,550 for each repainting event.

- 5.6 Funding Source – This project is funded under the Council’s transport programme, and will attract a NZTA funding subsidy under the low cost, low risk programme.

### Risks / Ngā Tūraru

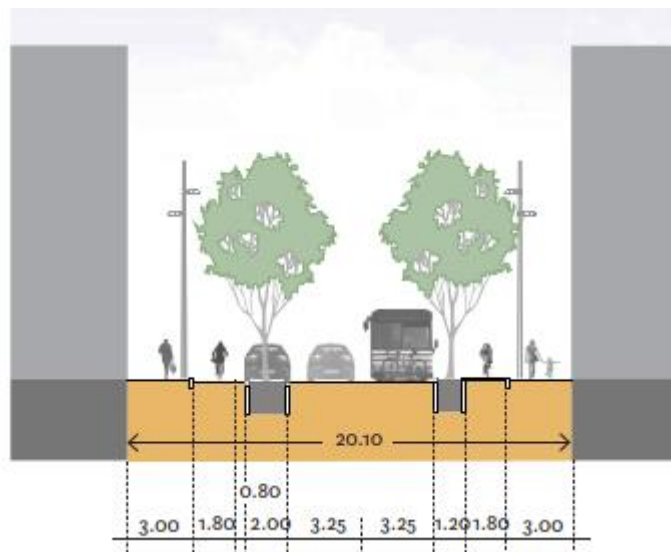
- 5.7 The key risks associated with this project are:

5.7.1 Loss of on-street parking to accommodate cycle lanes and landscape enhancements (e.g. street trees) may make it difficult to get community support for the project.

5.7.2 Business owners unlikely to support the project due to the impacts on parking in the area.

5.7.3 Design non-conformances with Streets and Spaces Design Guide, which include:

- Separated cycle lanes on both sides of the road
- 3-metre wide footpaths on both sides of the road
- 2.8-metre wide car parking spaces on one side of the road only (refer below for Streets and Spaces Design Guide for Colombo Street north of Kilmore Street)



5.7.4 Not providing the level of service for the ‘interested but concerned’ cyclist the Major Cycleways need to target.

5.7.5 The Kilmore Street post-construction safety audit raised issue for pedestrian safety at the Kilmore Street / Colombo Street intersection, which have been addressed within this project.

5.7.6 Provision of three full width mobility parks is desired.

5.7.7 Resealing work is due to be completed in FY21 along this section of Colombo Street between Bealey Avenue and Kilmore Street, and co-ordination of works is required. The current approach is for chip seal to be used for resealing based on the number of vehicles that use Colombo Street. It is noted that chip seal will not provide as good a surface as asphalt, which would be preferable for the implementation of roadway art. A pavement condition assessment undertaken in September 2020 indicates that the pavement is in poor condition, but an asphalt surface could be expected to last for a

reasonable length of time. There is no available budget to undertake a full renewal of Colombo Street at this time.

- 5.7.8 Inconsistent cycle facility type compared to AAC aspirations, and the adjacent Papanui Parallel Major Cycle Route.

### Next Steps / Ngā Mahinga ā-muri

- 5.8 At the conclusion of the hearings process the Hearings Panel will report to the Linwood-Central-Heathcote Community Board and the Council with recommendations on the project as shown in the scheme plan, and changes recommended as outlined in Section 4.94.
- 5.9 The Hearings Panel may recommend additional actions to enhance the scheme and community outcomes or to reduce impacts on effected parties.
- 5.10 The Hearings Panel will issue their recommendations to the Community Board and the Council in the form of their report.
- 5.11 The Community Board and the Council will consider the recommendations and pass resolutions to support those recommendations or direct the Hearings Panel to reconsider specific aspect(s) of their findings.
- 5.12 Once the scheme is approved by the Community Board and the Council, staff will then get underway with implementing the approved scheme and proceeding to detailed design, tender and construction.
- 5.13 It is anticipated that work on this project would commence in June 2021, subject to contractor availability and weather conditions.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Colombo Street cycleway connection scheme plans V1	29
B <a href="#">↓</a>	Colombo Street cycle route connection consultation leaflet	32
C <a href="#">↓</a>	Colombo Street cycle route connection submission form	36
D <a href="#">↓</a>	Map of submissions along Colombo Street	38

### Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

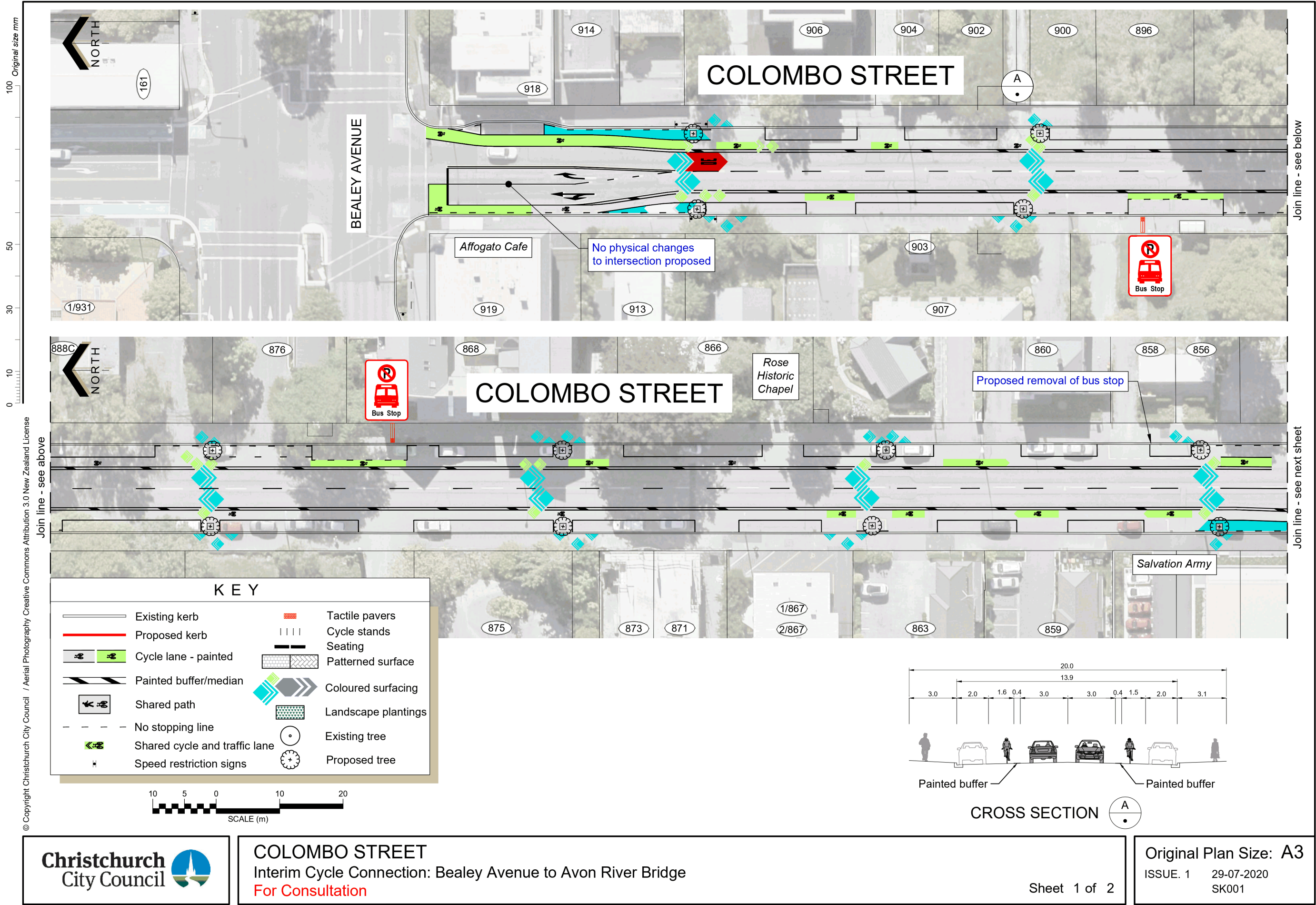
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

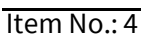
## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Tara King - Senior Engagement Advisor Kirsty Mahoney - Project Manager Kelly Griffiths - Project Manager Sharon O'Neill - Team Leader Project Management Transport
<b>Approved By</b>	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport David Adamson - General Manager City Services

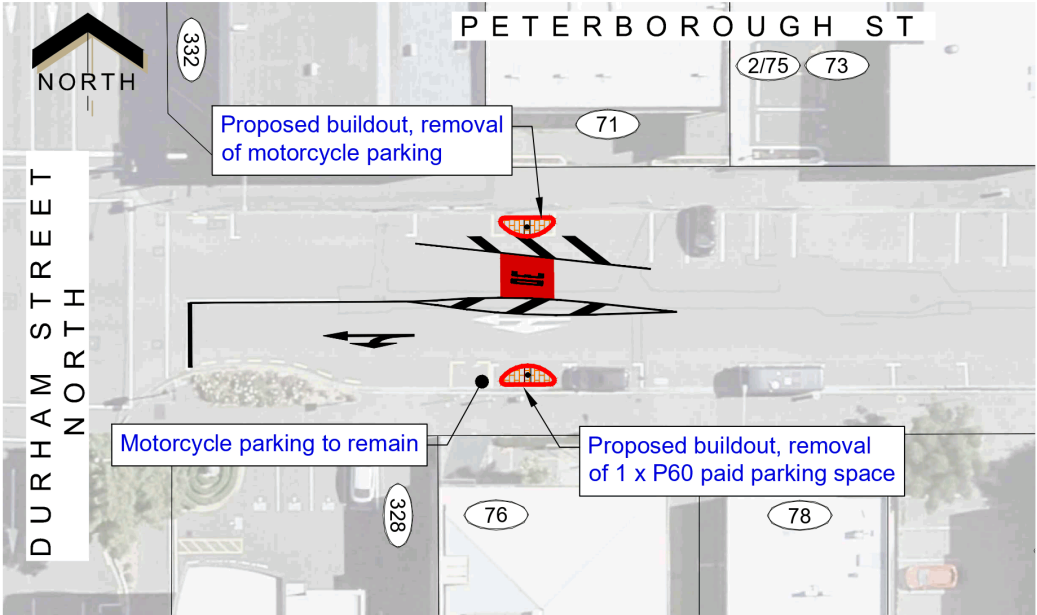
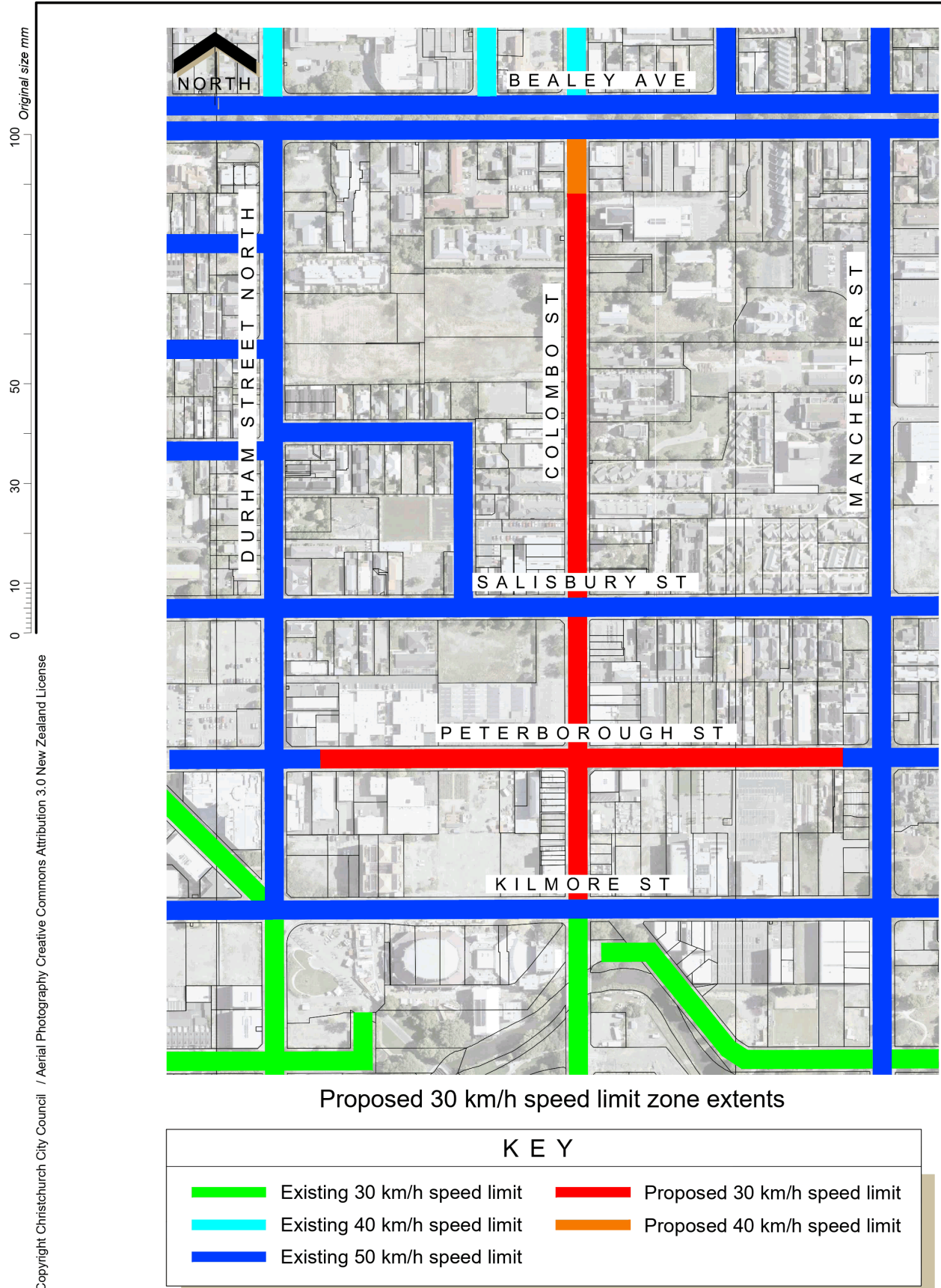




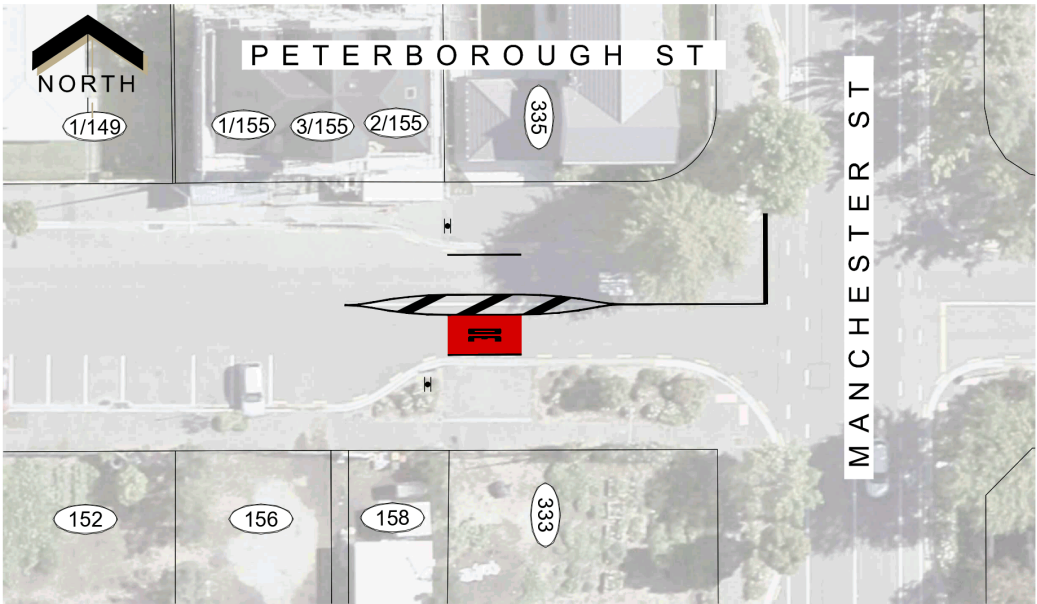








Proposed 30 km/h zone threshold -  
Peterborough Street at Durham Street North



Proposed 30 km/h zone threshold -  
Peterborough Street at Manchester Street



## Bus stops

As part of this project we are taking the opportunity to improve the location of some bus stops.

- The bus stop outside 853 Colombo Street will move to 833 Colombo Street.
- The bus stop outside 121 Salisbury Street will move to 139 Salisbury Street.
- The bus stop outside 856 Colombo Street will be removed.

## Parking

There will be fewer car parks to make space for the cycleway and to create safer crossing points at intersections. Separating bikes from cars makes it safer for everyone.

On the Bealey Avenue to Salisbury Street section of Colombo Street, 56 car on street car parks will be retained from a total of 74 currently available.

On the Salisbury Street to Kilmore Street section of Colombo Street, 21 on street car parks will be retained from the 35 spaces currently available.

In total 77 of the 109 on-street car parks will be retained.

We are aiming to make it easy to park near the shops at the corner of Colombo Street and Peterborough Street.

On the west side of Colombo Street three mobility spaces and a P5 park will be provided to make it easy to get to the Town Hall. There will be P120 parking restrictions on the east side of Colombo Street between Kilmore Street and the Avon River Bridge.



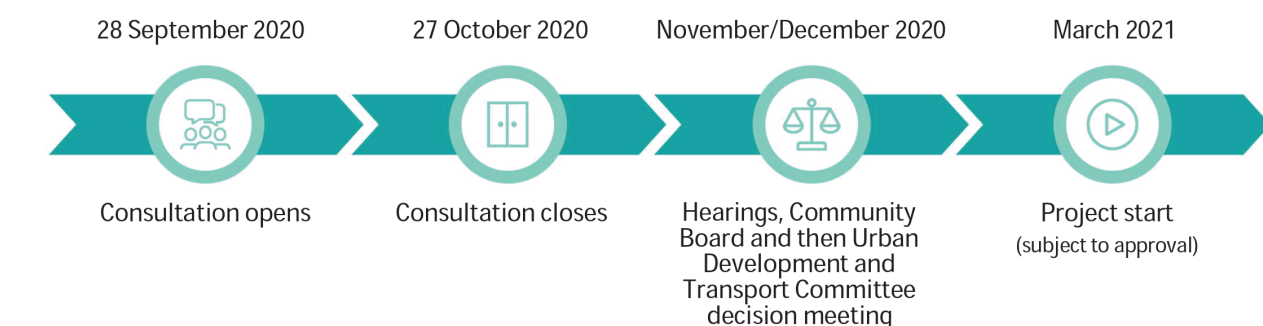
Example of a painted buffer cycle lane

## Decision making process

For this project, there will be a hearings panel with at least three members. The panel will consider a staff report summarising submissions, and listen to any submitters who have indicated they wish to speak.

It will then make a recommendation to the Linwood-Central-Heathcote Community Board and the Urban Development and Transport Committee, who will make the final decision on the plan.

## Timeline:



## To comment on the plan and find out more

- Go online [ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay) or complete the enclosed freepost form and return to:
- Christchurch City Council,  
PO Box 73016, Christchurch 8154

Consultation open until **5pm Tuesday 27 October 2020**

- Speak to Tara King, Engagement Advisor  
03 941 5938
- Tara.King@ccc.govt.nz

# Safer way?

We're trialling a new type of cycleway on Colombo Street and lowering the speed to 30km/h. Slower roads means safer ways for everyone.

## Have your say

Consultation is open until Tuesday 27 October 2020

[ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)

## Trying something new

We're using paint to create a buffer between the cycleway and the road. This new cycleway will connect Papanui to the central city along Colombo Street between Bealey Avenue and Ōtakaro Avon River.

Paint on the road and moveable tree planters will provide a visual cue to slow down and create a more welcoming environment.

We're lowering the speed on Colombo Street to 30km/h between Bealey Avenue and Kilmore Street, and on Peterborough Street between Durham Street and Manchester Street.

## Cycleway

This cycle route will take bikers all the way from the central city across the Waimakariri River to Kaiapoi and Rangiora once it is completed.

There are also lots of connections along the way to Papanui, Redwood, Northwood and Belfast.

## Street trees

We are proposing 25 new trees with some in planter boxes and some planted in the ground. The trees in planter boxes can easily be shifted to modify the design or accommodate future property development.



Artists impression of the new road layout

## Talk to the team

If you would like to discuss this project with the team, please join us.

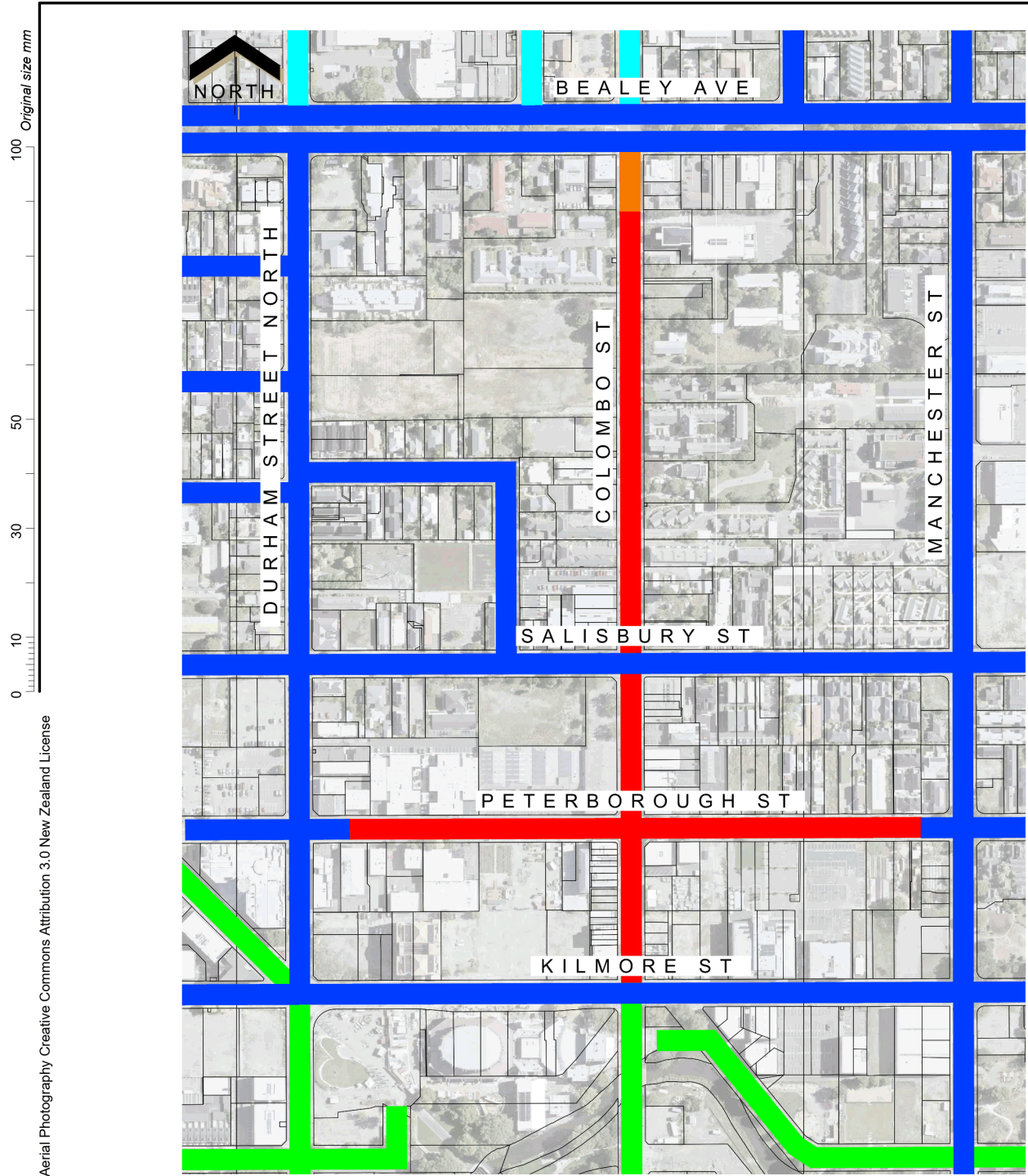
Date: Monday 5 October 2020

Time: Drop in between 4.30 pm to 6.00 pm

Location: Salvation Army meeting room (red room), 853 Colombo Street, Christchurch.

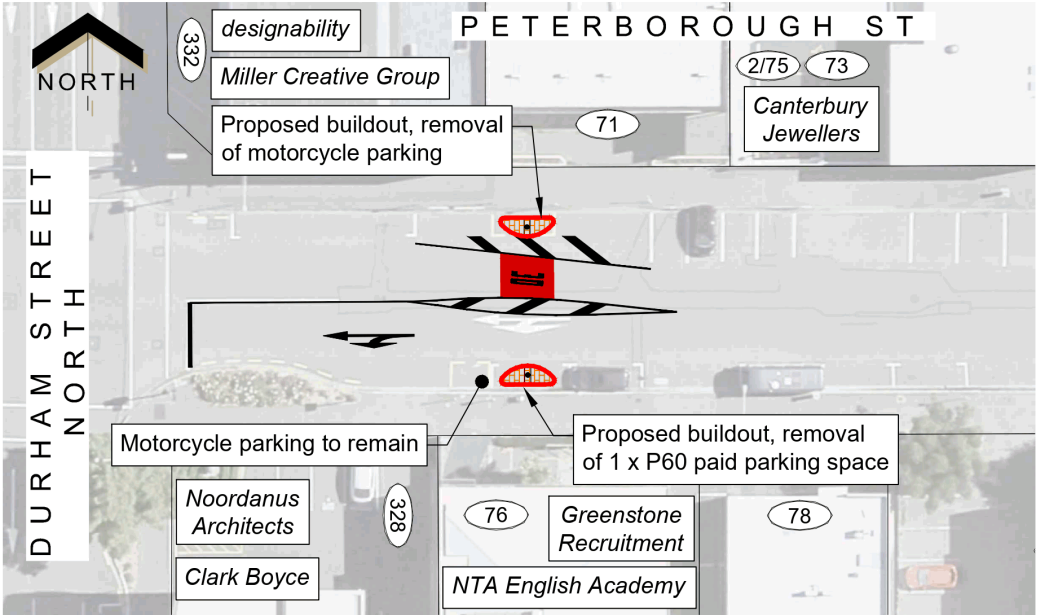
Parking available in the car park off Colombo Street.



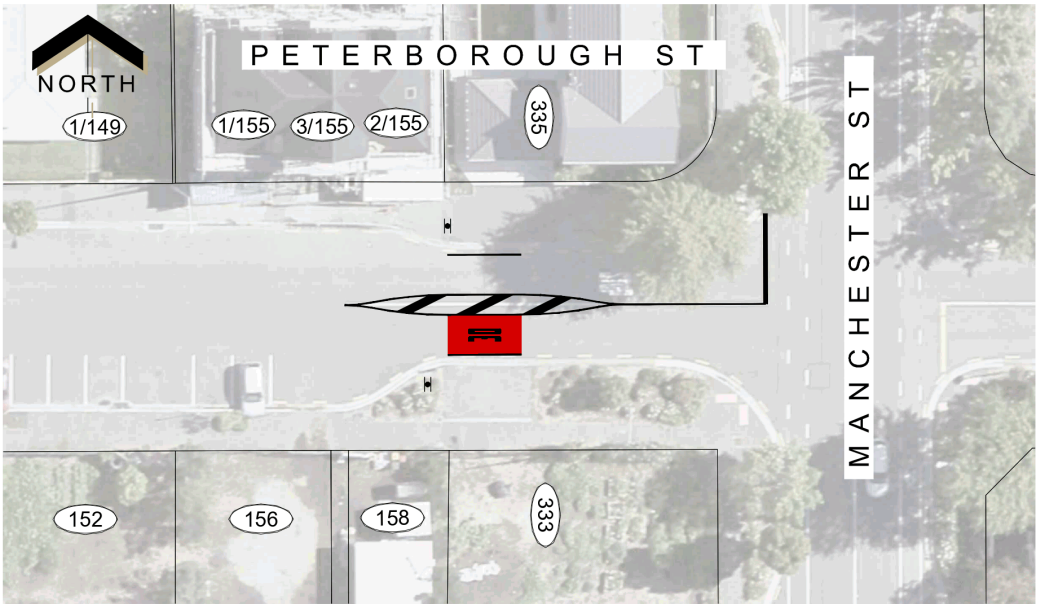


Proposed 30 km/h speed limit zone extents

KEY			
	Existing 30 km/h speed limit		Proposed 30 km/h speed limit
	Existing 40 km/h speed limit		Proposed 40 km/h speed limit
	Existing 50 km/h speed limit		

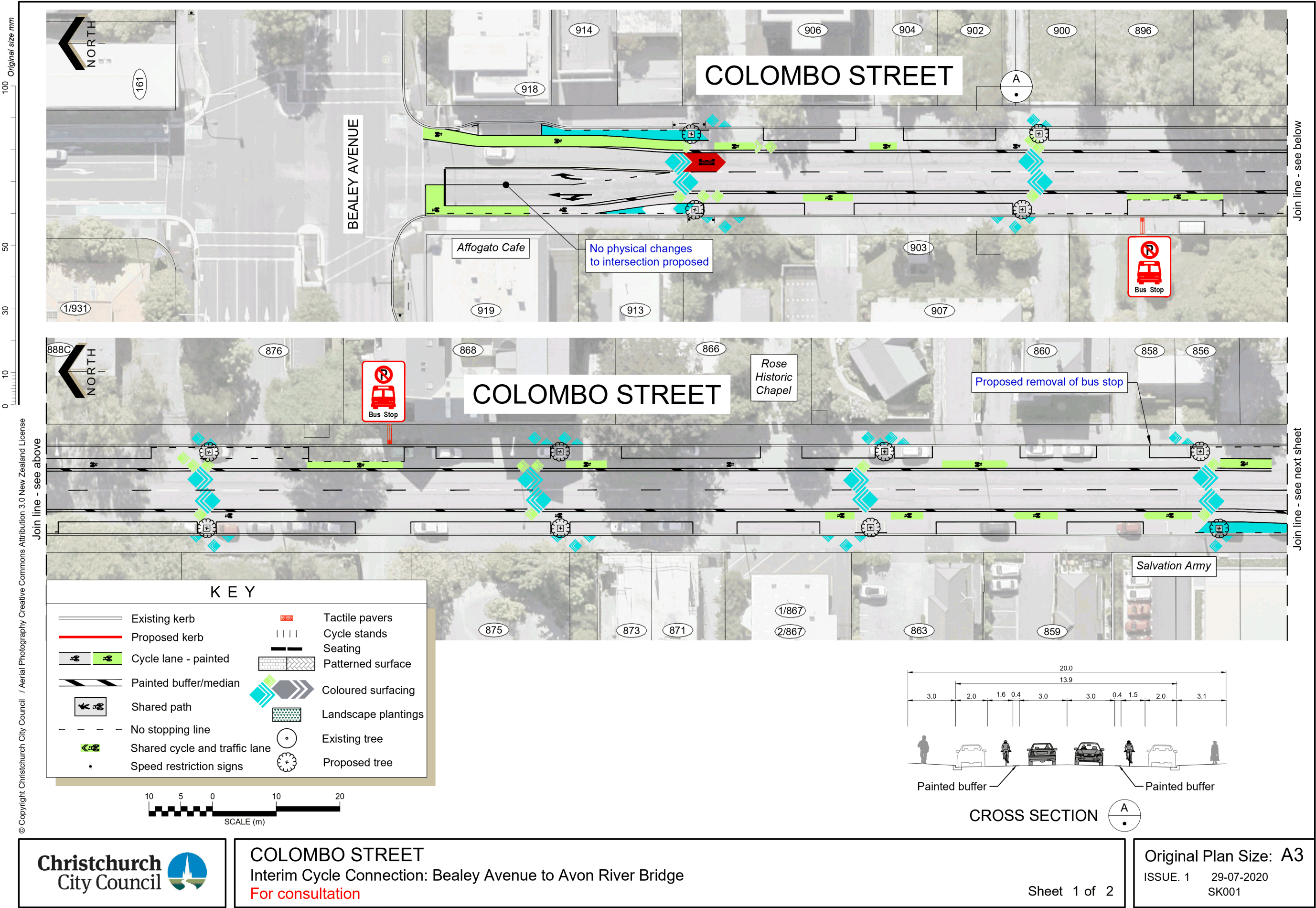


Proposed 30 km/h zone threshold -  
Peterborough Street at Durham Street North

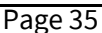


Proposed 30 km/h zone threshold -  
Peterborough Street at Manchester Street














## Colombo Street Cycle Route Connection



**Christchurch**  
City Council

**ccc.govt.nz/haveyoursay**

7

**Yes**

1

**No**

7

### Generally support the plan, but have some concerns

[illegible]

For this project, there will be a hearings panel with at least three members. The panel are made up of elected members from the Council and Community Board.

Yes

1

No

Phone: \_\_\_\_\_

**Christchurch**  
City Council

Name\* \_\_\_\_\_ Postcode\* \_\_\_\_\_

Address\* \_\_\_\_\_

Email \_\_\_\_\_ Phone no. \_\_\_\_\_

If you are responding on behalf of a recognised organisation, please provide:

Organisations name \_\_\_\_\_

Your role \_\_\_\_\_

\* required

Please fold with the Freepost portion on the outside, seal and return by **27 October 2020**

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Staple or tape here

Fold

**Please note:**

We require your contact details as part of your submission - it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Council Hearings Panel and Committee) to help them make their decision.

Submissions, **with names only**, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987. For the full Christchurch City Council Privacy Statement 2020 please go to [www.ccc.govt.nz/the-council/how-the-council-works/privacy-statement/](http://www.ccc.govt.nz/the-council/how-the-council-works/privacy-statement/)

If there are good reasons why your details and/or submission should be confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

\_\_\_\_\_

If including extra paper, please make sure the folded posted item is no more than 6mm thick.  
Or send your submission in an envelope of any size to 'Freepost Authority No. 178'.

\_\_\_\_\_

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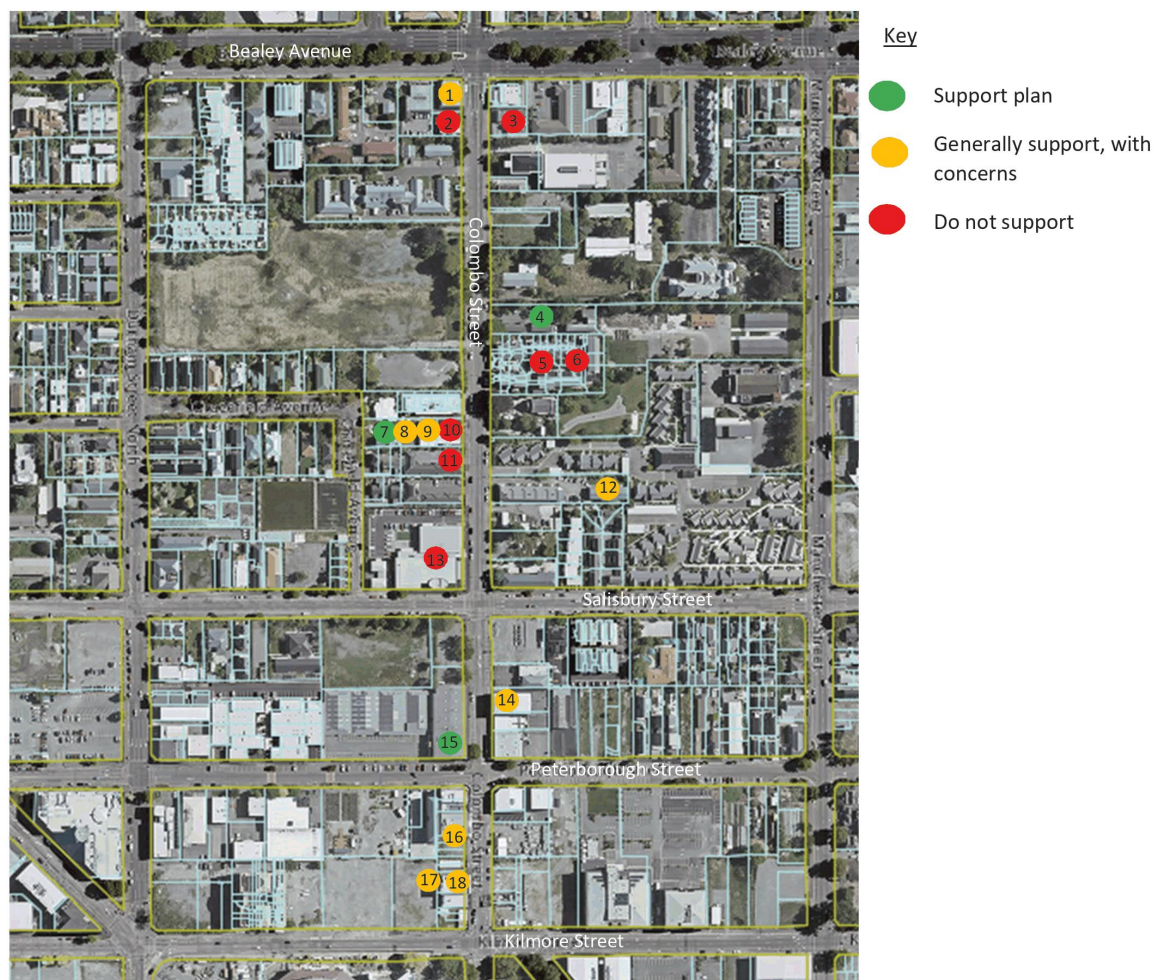
FREEPOST Authority No. 178



Attention: Tara King  
Senior Engagement Advisor  
Colombo Street cycle connection  
Christchurch City Council  
PO Box 73016  
Christchurch Mail Centre  
Christchurch 8154

Christchurch  
City Council 

Colombo Street – mapped submissions



Summary of comments

1. Remove planter box and remove all day parking.
2. Remove planter box, money better spent elsewhere.
3. Concern over loss of on street car parking.
4. Support the plan, no comments.
5. No to speed reduction, money better spent elsewhere, support bus stop at 856 removal, support mobility parking, Council should offer free parking.
6. Plan too dangerous with parking and narrow roads.
7. Concern over people using car park in front of building, however support the plan and more good cycleways the better.
8. Concern over loss of on street car parking, remove all day parking, keep 5 min park, remove planter box.
9. Remove planter box, keep 5 min park.
10. Want separated cycleway.
11. Concern over loss of on street car parking.
12. Keep new yellow lines installed outside Maryville Courts and remove planter box for visibility.
13. Concern over loss of on street car parking, keep buses where they are needs to be safe for elderly.
14. Concern over loss of on street parking and congestion.
15. Support the plan, like paved footpaths and street art. Would prefer low level plants on the corner. Ideally would have like to retain on street parks in front of 825-833 Colombo Street.
16. Add a tree outside 807/805 Colombo Street to prevent cars driving on footpath, overall happy.
17. Concern over loss of car parking, remove dedicated right turn on Kilmore to keep parks, or reduce the length of the right turn into Kilmore, remove street tree outside 793 Colombo St, Include P60 time parking on Colombo Street.
18. Concern over loss of car parking.

## 5. Tables of Submissions

Reference / Te Tohutoro: 20/1426878

Report of / Te Pou  
Matua:

Jacqui Wilkinson, Hearings Advisor, jacqui.wilkinson@ccc.govt.nz

General Manager /  
Pouwhakarae:

Mary Richardson, General Manager Citizens and Community,  
mary.richardson@ccc.govt.nz

### 1. Purpose / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to collate, for the consideration of the Hearings Panel, the submissions received in response to the consultation on the Colombo Street Cycle Route Connection.
- 1.2 The tables of submissions are as follows:
  - 1.2.1 **Attachment A** - Table 1 heard submissions – Submitters who have asked to be heard in person by the Hearings Panel.
  - 1.2.2 **Attachment B** – Table 2 not heard submissions – Submitters who did not indicate that they wished to be heard by the Hearings Panel.
- 1.3 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1)(e)).

### 2. Officer Recommendations / Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Colombo Street Cycle Route Connection.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Table of Heard Submissions	40
B <a href="#">↓</a>	Table of Not Heard Submissions	93



Colombo Street Cycle Route Connection - Heard Submissions

9 November 2020

269 submissions in total

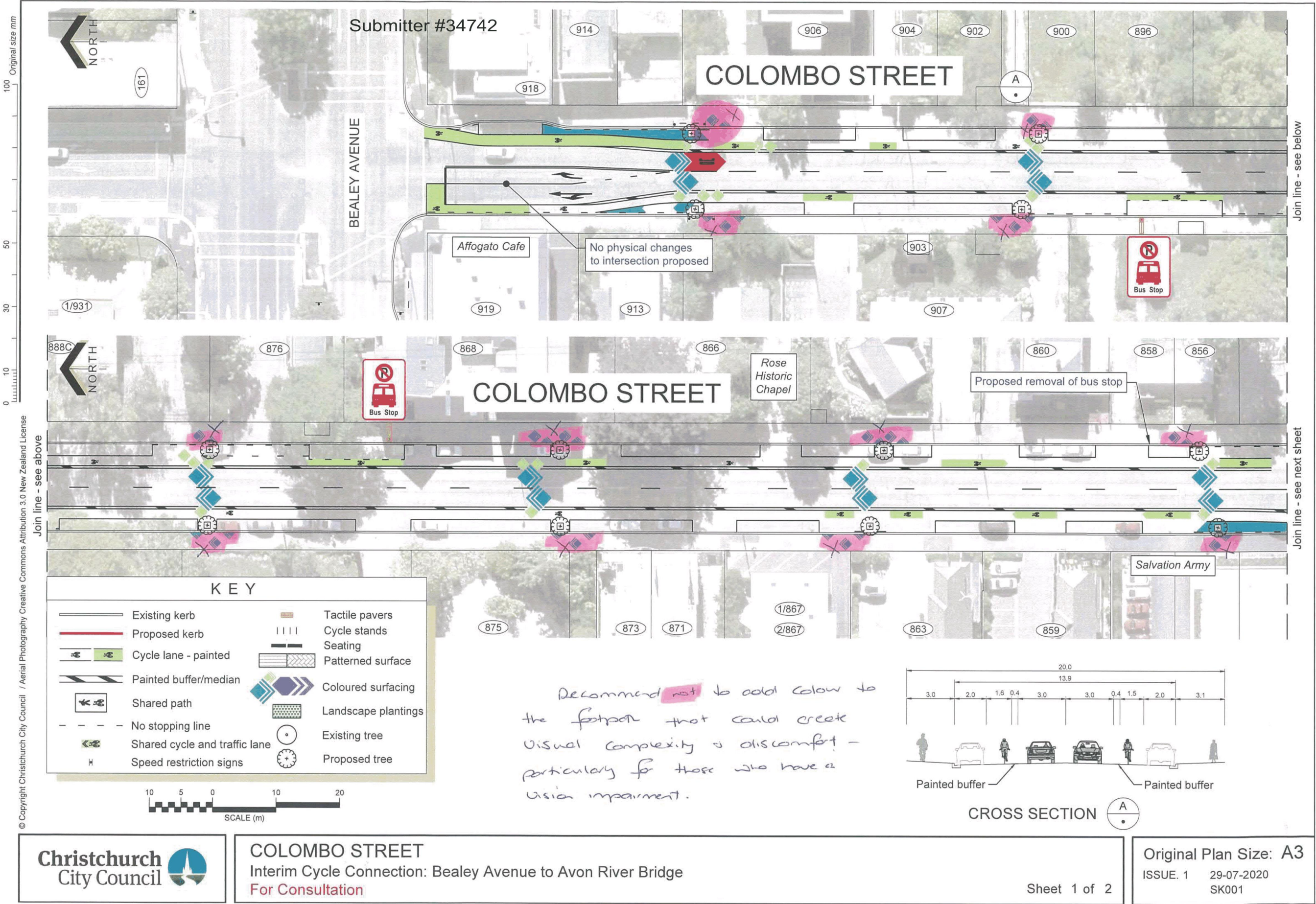
Support - 141 (52%)  
Generally support, but with concerns - 81 (30%)  
Do not support - 47 (18%)

Those who wish to be heard (28):

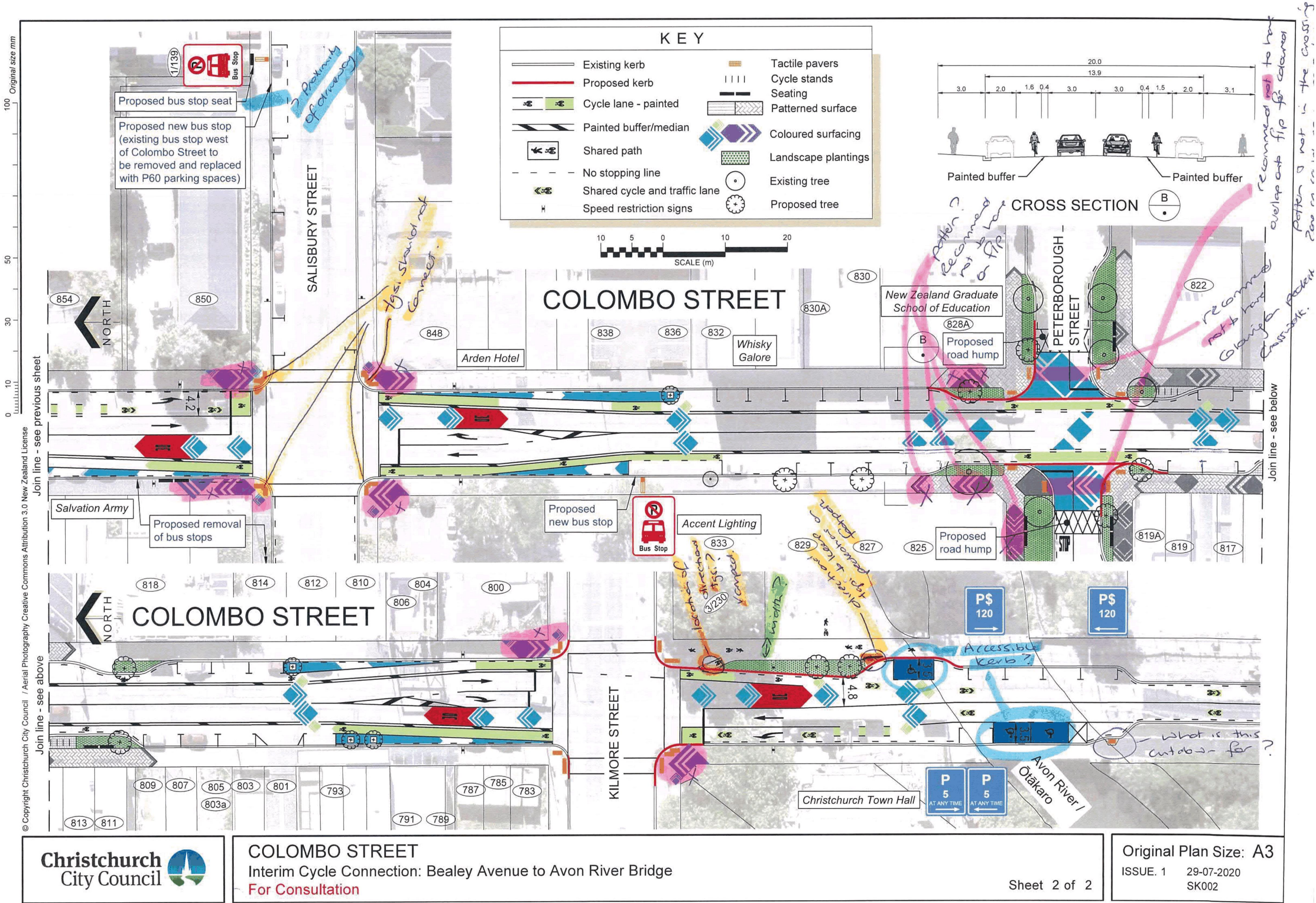
Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34573	do not support the plan	<p>In respect to the proposed 30km/h zone in Peterborough Street we do not support this. There is already a road hump down the road to slow traffic down and we don't have an issue with speed. A hump at the end by Colombo St is also unnecessary as vehicles have to slow down anyway. We also do not want any reduction in car parking especially out the front of 76 Peterborough as we chose this site for access to parking for our clients. With the Auction company next door parking is also at a premium. There is no need for a build out and this is a waste of time and money. We need the parking retained. Often this park is used by parents dropping their students off to class.</p> <p>Motorcycle parking should also remain on both sides of the road.</p> <p>There is also no need for a cycle way on both sides of the road down Colombo Street. This is unnecessary and takes away parking and makes the street narrow and dangerous. Already the stretch between Edgeware and Bealey Ave is dangerous and narrow. There is already a shortage of parking in this side of the city for people working in this area.</p> <p>This plan is just creating a disjointed and frustrating city roading network for a minority. The roading looks a mess of signage and symbols that create more of a hazard that not having them.</p> <p>If anything the lanes at the corner of Colombo and Bealey Ave need changing so that traffic going straight through are not held up with left turning traffic being stopped with the left red light arrow when people are crossing. This does not allow enough time for cars to get across Bealey Ave and backs up traffic right back to Salisbury Street.</p>	National Trade Academy Ltd	Managing Director	Craig Musson	
34593	have some concerns	I support this plan, although I would prefer the physical separation from the cars as on the rest of the Columbo and Rutland St parts of the Papanui Parallel, because it feels much safer, especially when cycling with children. Any is better than nothing though!			Amy Weaver	St Albans
34595	have some concerns	I support the plan to extend the Papanui Parallel into town. I would love to be able to take my children into town (currently use buses but would like the exercise and freedom of cycling) and would feel much safer with a bike lane all the way down Columbo. I would prefer that it was a separated bike lane for extra safety, but would be happy if a lane were all that were possible.			James Weaver	St Albans
34622	have some concerns	To increase use of the cycle way it should be built with Kerb separation from the road. The new cycle lane should be the same level as the The Papanui Parallel cycleway to truly provides a safe cycling option all the way from town.			raviv carasuk	hoon hay
34637	have some concerns	<p>Good to see some progress here. However it's a bit of a shame to see this section still be an inferior cycleway than the rest of the MCR. Adding yet another type of cycleway to the mix further removes the 'network feel' and creates a disjointed impression. It starts to get a bit difficult to keep up when the type changes every 30 seconds, which the Papanui Parallel is chronic for.</p> <p>There are a few issues with the proposed design:</p> <p>1 - Currently there is no cycle priority going straight north on Colombo across Bealey. It is extremely common to be cut off by turning vehicles here. It doesn't seem like from the plan this will be implemented either. This is a significant safety issue; vehicles consistently fail to give way either when the lights change, or even mid-phase by just swinging left across the cycleway. There should be cycle straight-ahead priority with advance-detection loops, motor vehicle red arrows and a cycle light. The southbound direction at this intersection has this implemented so there is no reason not to do so northbound.</p> <p>2 - There must be physical barriers installed to prevent motor vehicles from encroaching on the cycle lane on the approach to intersections where there is a separate cycle lane to the motor vehicle turning lane. This is again an issue on Colombo northbound</p>			Liam Blackett	Hornby

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>across Bealey. Left turning vehicles (especially at the front of the queue) have a strong tendency to sit to the left of the lane, often putting them partially or wholly into the cycle lane, thus blocking it.</p> <p>3 - Where the cycle lane merges into Colombo St southbound outside the Town Hall to become a greenway looks to be a major conflict point. There doesn't seem to be any indication to motor vehicles to expect cycles to be moving into the lane with right of way. I expect motor vehicles will continue to dangerously pass cycles at ever closer distance as the road narrows, either crossing into the oncoming lane to do so or forcing cycles off the road. Sure there's one 'sharrow' off to the side and some weird blue paint on the road, but does anyone actually know what those mean? There needs to be some mechanism to indicate to vehicles to merge cleanly and not attempt to overtake at this location.</p>				
34671	support the plan	<p>I'm particularly in favour of the plan to drop the speed limit in the area. I frequently use this route getting to the Papanui Parallel to visit my sister, and I'm usually biking with 1 more more children. However, shortly my older child is going to be too big to stay on my bike and will need to transition to her own. At that point we will be limited to places that have dedicated cycle facilities for a while since the idea of having her in with traffic makes me really nervous. While I'd prefer more than just a painted buffer, the addition of the trees and builds out making the area feel like the sort of space where cars will expect cyclists to be makes it a possibility for us.</p> <p>I personally think that losing the car parks is a non-issue. I choose not to drive into the city and either bus or bike whenever I need to go there, as does the majority of my family. Even when there are car parks I find it too stressful park in them!</p>			Angela Brett	
34680	do not support the plan	<p>I don't support this plan. Because there is removal of street parking for parts of it. The need for street parking is high i this area as we have services for older persons &amp; medical needs &amp; health services;</p> <p>- One general practice medical clinic</p> <p>- One Acupuncture Centre, one Counselling Centre</p> <p>- One Denture Clinic, multiple private residential plus a Cafe &amp; Mortgage Centre &amp; Salvation Army &amp; multiple upstairs offices &amp; a Church. We cannot afford to lose parking here.</p>	MENZ Medical	Practice Manager / Owner	Karen Baas	Christchurch Central
34742	have some concerns	<p>The patterned colours on areas where pedestrians travel could be confusing and cause issues for those who have low vision and those who have cognitive impairments. For some they will avoid walking on a surface that cannot be interpreted and some will interpret these as a change in depth (or a hole). The colours should be on the road surface but not within the road crossing areas for pedestrians. This may lead to confusion during crossings to determine safety of surfaces or avoidance of the coloured areas.</p> <p>Do the accessible car parks have associated ramps/flat access to the footpaths?</p> <p>Is the new bus stop position at 139 Salisbury Street clear of all driveways?</p> <p>The warning tgsi at the intersections need to be easily interpreted, request more details on the layouts.</p> <p>Directional tgsi need to be installed across the ramps for cycles to enter/exit the footpaths to assist those who are blind, deafblind or have low vision to stay on the footpath. There appears to be a mix of warning and directional tgsi used for this purpose and on ramped sides.</p> <p>There is a kerb cutdown shown on Colombo Street south of the Avon River - what is the purpose of this one?</p> <p>Why are there shared paths when the roads are designated with sharrows to be shared?</p> <p>What are the widths of the shared paths where there is landscaping included?</p> <p>(See Attached)</p>	Blind Low Vision NZ	Rehabilitation Instructor	Carina Duke	St Albans











Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34784	have some concerns	<p>We like the idea of cycle lanes. The concern is the loss of 14 parking spaces in our immediate area. There is in general a lack of parking and when the Town Hall has an event on then parking is impossible. Also the Convention Centre and the Court Theatre will add to these parking issues. Also from what I observe with some work already done the road coating / marking can look pretty rough after a very short time. I understand to 30km speed limit on Peterborough St, but not Colombo.</p> <p>I did come to the "Talk to the Team" session on the 5th at the Salvation Army, sadly it was hard to get a hearing in that format and I heard you team say several times "The loss of car parks is not as bad as the original plans or as bad as it could have been", that to me is not a argument for the improvements for cycle ways.</p> <p>So I am writing in regards the proposed new cycle extension in Colombo Street between I think Kilmore and Bealey Avenue.</p> <p>First of all out of our team of 12, 7 of us use cycle most days to come to work so we are in favour of cycle ways.</p> <p>However losing 14 car parks immediately adjacent to our business is deeply concerning, we already lease 7 car parks and simply put as yet we see no reduction in car use or the requirement for car parks and we think the demand is getting higher.</p> <p>Talking of demand, we have the new apartment block called SOHO on the corner of Salisbury and Colombo about to be finished and more apartments building planned in the area, there is only ONE car park per apartment, so when these good folk have visitors, where will these cars go.</p> <p>We are going to lose the carparks next to Accent on Lighting when this sells for development.</p> <p>The Town Hall already causes great demand when events are on, we will have the Convention Centre opening, the New Roman Catholic Cathedral, The Court Theatre and all such coming up, with demand for parking.</p> <p>There is NO commercial parking building on offer in this area of Christchurch and once it is fully developed we cannot see where all the cars are going to park.</p> <p>Perhaps you might share with us what reductions in car use and therefore the requirement for car parks by the use of cycles had achieved to date. Or plans to find car park spaces to replace the ones you are taking away.</p> <p>As a commercial business on the fringe of all of this we see this reduction in car parking as a negative.</p> <p>Also on the plan I note the bus stop will be across the street immediately before the traffic lights. On busy days and most are between 5pm and 6:15 pm, one cannot turn right on this junction from our side of the street due to the long queue of cars waiting to go through the lights, having a bus stop there will not help this situation.</p> <p>Why not leave all of the car parks as they are and the bus stop and simply put the lane in for the cycles as it is in many parts of town that I drive through?</p> <p>I think that taking out the parking places to assist cycle lanes near intersection is not that well done and personally whether on a cycle or in a car I think they are better as a straight line within the normal driving lanes, that is from a VERY experienced cyclist and motorist.</p> <p>Also it is important for me to know the figures as requested as to how many cars have to date been taken off the road due to the existing extensive cycle network. The city must have these figures or they could not have worked out what is need or so is my presumption.</p> <p>In regards the car park, I presume this not a council commitment but the council is asking for a private investment.</p> <p>My estimate is that we will need between Fitzgerald Avenue and Deans Avenue and then Moorhouse and Brealey Avenues the City may require an extra 2,300 or so extra car parks to facilitate the extra vehicles on our streets due only to the apartment/housing complexes going up or already up at present.</p> <p>I have NOT given any consideration to the parking required for the two new stadiums, the increased use of Hagley Oval, the</p>			Michael Fraser Milne	Central City

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>hospital traffic or indeed any of the new and exciting inner city progress that is coming our way.</p> <p>IF the council wants to have a vibrant inner city then they are going to have to do something to guarantee the free movement of traffic and ease of parking, the cars are NOT going to go away and anyone with any sense will see that. Parking is expensive, not easy to use and not readily available and has not been improved in the last ten years in fact just the opposite from my observations as someone who has had to traverse the city in a car 4 to 6 days a week for the last 18 years, I might add for work.</p>				
34829	have some concerns	<p>1. Carparking on east and west of Colombo St from Bealey Ave to Kilmore St should be max 30 minutes to prevent all day parking. This will allow plenty of time for shoppers and visitors. We have seen all day parkers just shifting after current 120 minutes.</p> <p>2. Carparking on Bealey Ave south side from Colombo St to Durham St should be max 30 minutes to allow better parking for the cafe, motel and hospital visitors, and medical centres. Currently used by all day city workers. Not monitored enough.</p> <p>3. The tree planter proposed outside 913 Colombo St should be removed as it would obscure</p> <p>the vision of cars and cyclists seeing cars exiting our carpark. The delivery trucks at the drivers height will have no view even if the branches are trimmed annually. There needs to be at least 2.5 metres of clear vision. We see no need for trees on this plan as the shops and premises are all well presented. The major disgrace is the demolition yard which was the former Christchurch Womens Hospital. Please remind them of obligations as Good Citizens to clean the area up.</p>			(William) Wayne Anderson - as spokesperson for Andersons, Taylors & Cotand Ltd	Merivale
35065	have some concerns	<p>I am supportive of the "concept" of a safe cycling path on Colombo St. It is long overdue but I believe this is the wrong way to go about it.</p> <p>This proposed "safe cycling" path is an essential network connection between the city center and the Papanui parallel cycleway yet what the council is proposing is un-safe cycling" experience. WHY should an "interested but concerned" person on a bike be thrust from 4.9km (and more when the network to North Canterbury is completed) of separated safe infrastructure into sub-standard, infrastructure to complete their journey into town (or vice versa)? If you wanted to "try something new" then why not actually TRY SOMETHING NEW other than rehashing an old concept of paint on the road and calling it "a safe cycleway". (We have seen the negative effects of this on Victoria Street where cars still continue to move in and out of the cycle lane and speed is not often reduced to 30km/h). For example, temporary barriers should be installed to separate the flow of car traffic from the cyclist? Barriers are proven to make the rider feel safer and restrict car movement into or close to the cycleway. Barriers will also create a feeling of consistency (of a temporary nature) between this new trial route and the Papanui Parallel. Again, why do cycleway designers STILL insist on placing cycleways next to parked cars? There is an increased risk to the rider when cars pull out or open their doors! There are a minimal amount of shops in the area and plenty of parks on side streets a short walk away if needed. Streets are designed to move traffic not store vehicles and people who choose to ride bikes should be given equal treatment to those that walk and drive. The concept of trialing something new makes no sense on a busy high use street where proper infrastructure is so badly needed. Experiments should rather be done in neighborhoods. or streets that would not put people at risk should the design not be up to standard.</p> <p>I believe the project goals and concept should be taken back to the drawing board for the designers to consider WHAT safe cycling infrastructure actually involves and the needs of the cyclists, pedestrians, and drivers using this street. Please, DESIGN FOR THE FUTURE NOT THE PAST!!</p>	Action Bicycle Club	Director	Charlotte Bebbington	
35069	support the plan	(See Attached)	Waipapa/Papanui-Innes Community Board	Chairperson	Emma Norrish	Papanui

Submitter #35069

**Colombo Street Cycle Route Connection Submission**

**Date:** 9 October 2020  
**To:** Christchurch City Council  
**From:** Waipapa/Papanui-Innes Community Board  
**Contact:** Emma Norris  
Chairperson  
C/ Papanui Innes Community Board Advisor  
[REDACTED], Papanui  
  
Ph [REDACTED]

**Introduction**

1. The Waipapa/Papanui-Innes Community Board ('the Board') appreciates the opportunity to submit on the Christchurch City Council's Colombo Street Cycle Route Connection.
2. The Board does wish to be heard in support of its submission.

**Comments or concerns in relation to specific parts of the Plan?**

3. The Board supports the proposed plan as it completes the route and joins the Papanui Parallel cycle route to the central city.
4. The Board considers that this is a good first step but makes the following specific comments:
  - The Board recommends that longer traffic light phasing times be implemented for the cycle lanes when they are crossing the intersections.
  - The Board supports the proposed 30 kilometre per hour speed limit, particularly as cyclists are sharing the road space.
  - The Board notes the number of parking spaces being retained.



Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35089	have some concerns	(See Attached)			Anouk Minnaar	

Submitter #35089

### **Paint vs barriers**

Everybody knows that paint does not protect people on bikes or scooters.

Where the road narrows near intersections it would be a lot safer to have concrete buffers separating the road accessible to scooters and cyclists from the road that normally motorised transport uses.

Good locations will be:

1. Travelling from Kilmore St into Columbo St
2. Travelling from Salisbury into Columbo St
3. Travelling from Bealy Ave into Columbo St
4. Travelling from Columbo St into Bealy Ave

It will be great to see concrete barriers at road parts where motorised vehicles do not have to cross the cycle lane unless it is for car parking, driveways or bus stops. This will prevent motorised vehicles from stopping at bike lanes for short periods of time (e.g. phone calls, passenger un/loading, takeaways etc).

### **Speed limit**

- The speed limit of 30km/hr on Peterborough St should start at Victoria St and not Durham St North. This is making it unnecessarily complicated for the road user with too many speed limit signs in a relatively small area. It's not smart to have a small section of the same road being 50km/hr between two 30km/hr zones.
- It will awesome and a clear message to see the speed limit on Colombo St starting at Bealy Ave straight away. This sends out the message that you are going straight into a slower/safer speed zone where the maximum speed should be 30km.

### **Design patterns & trees**

I am personally not convinced that painted design patterns enhance the street view; I am afraid they will only confuse road users. There are enough signs and paint colours on the road already. Better keep it simple. It's confusing enough with only part of the inner city being 30km/hour.

I do welcome more trees and hope they can become a permanent feature and that the temporary trees will get planted in the ground once a rebuild is finished.

### **Benches and bike parking**

The use of benches in the design is commendable. It's well located just outside the Salvation Army building too. It will be superb to have the benches skateboarding-proof to avoid an impoverished street view.

Unfortunately I am unable to locate the bike parking even though they are mentioned in the Key. I would like to see more near the shops, restaurants & school on Columbo St (near Peterborough St intersection) and near the gym/pilates studio and auction house on Peterborough St.

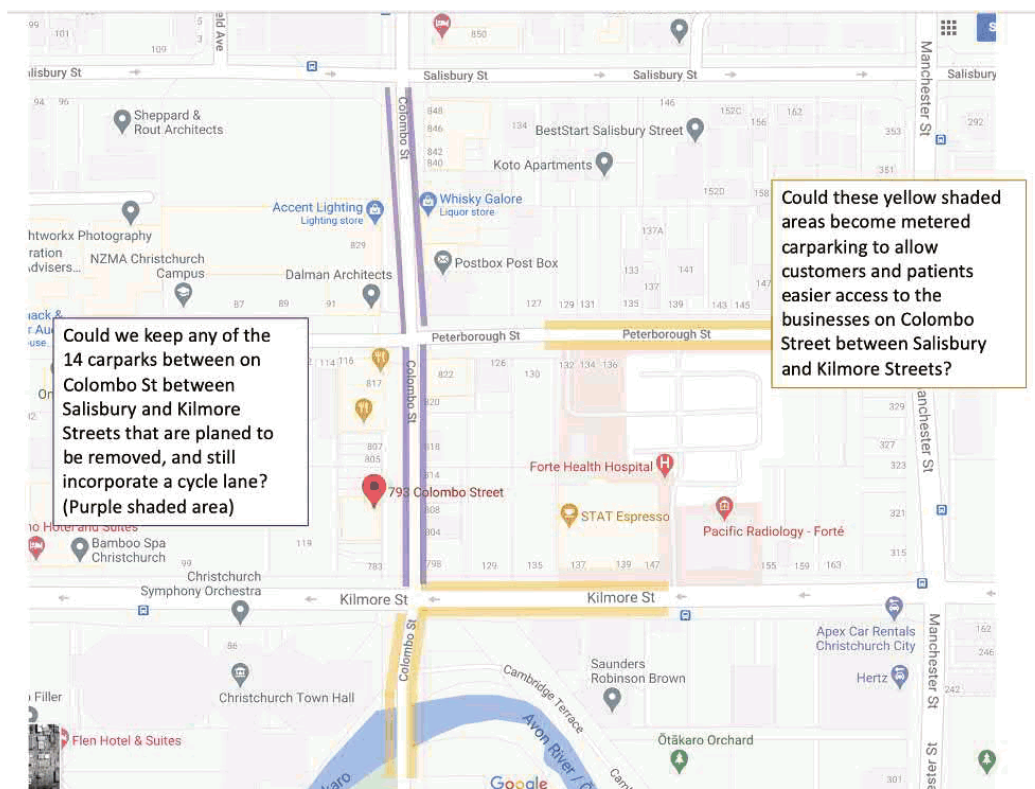
Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35112	support the plan	I think this sort of approach is most definitely worth a try. If it works, it could be rolled out to other areas of the city and build the connections between the major cycle routes. I especially like the lower speed limit and the separation between cars and bikes. An adjustment that I would like to see is placement of planter boxes along the "buffer zone" separating bikes from cars. Either way, this style of construction allows easy adjustments as demand changes while being a cost-effective way of separating cars from bikes.			David Hawke	Halswell
35232	support the plan				Pamela Jane Campbell	Redwood
35287	have some concerns	<p>I fully support making Christchurch a cycle friendly city and the need to develop cycleways to make this happen.</p> <p>I work in a health business at 793 Colombo St and our patients use the metered car parks on Colombo St as we have no parking to rent with our building. Losing 14 carparks along between Salisbury and Kilmore Street will significantly affect patients being able to visit my practice along with the dental and chiropractor businesses in our building.</p> <p>If there could be less than 14 car parks lost while still incorporating a cycle way this would make a huge difference to my business and our patients. Alternatively, if 14 carparks have to go, could you consider making some of the no time restriction/no metered carparks on Kilmore St near Colombo St and on Colombo St on the bridge outside the town hall metered and time restricted to allow flow of people in and out of our businesses.</p> <p>I am sure that considering these changes would be greatly appreciated by all businesses in our block. I would be happy to discuss this at any time if you wished to call me. I have also attached a map with some areas to show you what I mean above.</p> <p>Thanks for your consideration, Sophie</p> <p>(See Attached)</p>	OrthoSouth Ltd.	Business owner	Sophie Gray	Christchurch Central



10/27/2020

Colombo-St-Cycle-Way-Carpark-Submission.png (1554×1170)

Submitter #35287



<https://ccc.govt.nz/assets/SecureUploads/consultation/Engagement/327/35287/14d6d0ce06/Colombo-St-Cycle-Way-Carpark-Submission.png>

1/1





Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35402	have some concerns	Loss of car parks between Peterborough and Colombo Streets affecting accessibility for dental centre patients  Refer Attached Submission			Cathedral Dental Centre C/- Raymond King	Central City

Submitter #35402

To: Christchurch City Council  
Regarding: Colombo Street Cycle Route Connection  
Date: 23 October 2020

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**SUBMISSION BY CATHEDRAL DENTAL CENTRE, LEVEL 1 / 793 COLOMBO STREET**

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1. **Cathedral Dental Centre** operates a dental practice located at level 1, 793 Colombo Street, which is affected by the proposed cycle lane and car parking changes between Kilmore Street and Peterborough Street.
2. We are not opposed in principle to the creation of a cycle lane and speed restrictions on Colombo Street, however are concerned at the impact of a reduction in car park numbers in the area, affecting patient access.
3. As a dental health provider, it is important that our business is easily accessible by patients. We have several elderly and mobility impaired patients, who are unable to easily walk large distances from car parks. We also need ready access for patients who may require assistance following dental procedures, and for parents with young children.
4. We are concerned at the loss of car parking in the section of road between Peterborough and Kilmore Streets, particularly on the west side of Colombo Street, between our practice location and the Kilmore Street intersection. The Peterborough – Kilmore Street section carparking availability will reduce from 16 to 9 spaces – a 43% reduction of 7 spaces. This will see almost half of the existing parking being removed from this area.
5. Of the 7 space reduction, the majority (5 spaces) will be lost from the area immediately in front of our practice, and extending to the Kilmore Street intersection. The most significant impact of the parking reduction will therefore be on visitors to our practice and other adjacent businesses, meaning that there will be increased competition for a reduced number of spaces. We note that the proposal aims to make it easy to park near the shops at the corner of Colombo and Peterborough Streets – however the opposite will occur in the area adjacent to our business.
6. We are concerned that the loss of spaces will adversely affect access by elderly and mobility impaired patients, and also put off other patients, resulting in impact on the dental centre business.
7. Our understanding from the plans is that the loss of parking can be attributed to two factors, being:
  - The planting of two street trees in front of 793 Colombo Street displacing one park; and
  - The tapering of the cycle lane to accommodate a right turn lane to Kilmore Street
8. We consider that alternative layouts and methods are possible that will still achieve the cycle lane and reduce the loss of parking and impact on our patients and business.

### Changes Sought

9. We consider that alternative layouts should be considered that will enable more on street parks to be retained on the west side of Colombo Street between Peterborough and Kilmore Streets including:

- a) Preferred Option: Removal of the dedicated right turn lane to Kilmore Street, enabling spaces to be retained.

Colombo Street will be a low speed 30kph traffic environment, and functions as a local road within the CBD, primarily accessing businesses fronting the road. Main distribution functions are carried out by other roads in the one-way network to the east and west of the City Core. Given the relatively low traffic numbers on Colombo Street, and the Council's vision of a pedestrian and cycle friendly city centre, we question the need for a dedicated right turn bay in this location. Removal of the right turn bay will eliminate the need for tapering of the cycle lane, and the resultant loss of parking spaces.

- b) Secondary Option: Reduction in length of right turn lane to Kilmore Street, and adjustment of cycle lane taper to enable more spaces to be retained.

If a right turn lane is still considered necessary, the lane length should be reduced to enable the cycle lane taper to be shortened and more parks to be retained. Given the low traffic numbers on Colombo Street, the number of turning vehicles will be low, and the turning lane needs to only accommodate 1 - 2 vehicles at most. Turning trucks and busses will be rare, and minor delays to through traffic in this low traffic environment if they are required to wait for an occasional large vehicle turning would be acceptable. This is a less preferred option to item (a) above as it would still result in loss of spaces.

- c) Removal of proposed street trees outside 793 Colombo Street.

The proposed two street trees shown outside 793 Colombo Street will be located immediately in front of the main entrance to our dental practice. They will occupy the closest and most accessible parking location for patients. These trees should be deleted, or relocated to the south in a slightly narrower part of the taper, enabling the space outside our practice to be retained.

- d) Include P60 time restricted parking on west side of Colombo Street

Time restricted parking will avoid the use of street parking by long term parkers, and encourage a higher turnover of parks available to our patients as well as visitors to other surrounding businesses. Typical patient visit times are 30 – 60 minutes. We consider that a 60 minute time restriction for parking in this area would be appropriate.

Cathedral Dental Centre  
23 October 2020

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35505	have some concerns	<p>Colombo Street is a vital link between one of our major cycleways and the city centre. We support the proposal in general but in order to ensure this area functions optimally for residents, public transport users and cyclists, as it is earmarked to in the An Accessible City plan, we call upon the council to:</p> <ul style="list-style-type: none"><li>- Aim for eventual shared space status for the area in question.</li><li>- Implement wider than proposed cycle lanes in the meantime.</li><li>- Follow through with the proposed speed limit reduction to 30km/h.</li><li>- Use in-lane public transport stops to avoid buses crossing cycle lanes.</li><li>- Ensure cyclists have adequate protection and minimal delay crossing Bealey Avenue.</li></ul>	Generation Zero	Member	Cameron Bradley	Christchurch Central
35506	do not support the plan	<p>To whom it may concern,</p> <p>I am opposed to the CCC proposes for Colombo Street and Peterborough Street 30 KM/H and 40 KM/H Speed Limits"</p> <p>I also put this email in the supporting DOC, as I find some of the table may not show in this letter.</p> <p>You can see English is not my first language. I have been live in this city over 30 years. It is first time I am doing this. I know you will have difficulty to understand my writing I will be happy to meet with you.</p> <p>I have been live in [REDACTED] since 2000. [REDACTED] has 70 Units apartments. But it is only around 10 owners occupant living on side. Most of units are for rent out or for Airbnb travellers. The changed which CCC proposed are not perplex their daily life. So I am not sure how many of owners will participated.</p> <p>The speed limits in central Christchurch is a mess and the CCC wants to further complicate it from Kilmore St to Bealey Ave is unnecessary. Colombo Street traffic already moves like tortoises. It will stop more people visit the city. It will do the opposite. Do we not want a vibrant core? A 30km speed limit reduces the flow of traffic and increases time taken to get around or through central city. How does this encourage people to come to central Christchurch? It does not.</p> <p>Will drivers followed the 30 KM/H speed Limits, I have experienced everyday drivers a not comply with this rule, including CCC's cars, police's vehicle and public service bus.</p> <p>I have always tried to keep 30 KM/H, it is very hard when you have all the cars around you, you are under pressure. Of cause some time you forgot when just into to zone from 50 to 30. But not from 30 to 50. We do talk about if CCC put spend camera on this 30 KM/H road, CCC can make a big income avenue. Positive, CCC will get 100% successful results.</p> <p>CCC should LISTEN to us in the real world. BUT we all experience CCC won't listen to what we say, It is only a freedom and democracy step needs.</p> <p>The information provided by CCC proposes for Colombo Street and Peterborough Street it is not very easy to follow. Because English is not my first language it was took me hours try to finger out the Street plan. And I have finding out there a lot building and business's name information are missing from your plan. That information are significant and crucial for CCC planners to know for this proposes and future plan. Without those "local" information are can misleading CCC planner and people who are read or work on the plan.</p> <p>I worked in the city centre, during the day it is hardly to see many cyclers on the road. Most people who come with family into Christchurch centre are mainly by cars after shopping or dinning, car is much preferred transportation. Please do not designing the city for the 1% or less use.</p> <p>I have tried to list the information of building and business from CCC map and google map. But there some information may need undated from CCC.</p> <p>Colombo St west side</p>			Xiao Xuan Wang	Christchurch Central

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>1) Between Kilmore St to Peterborough St (Even number, from 798 – 822 Colombo St)</p> <p>Section SCTK Building Plus Accommodation varies sizes of the sections Shops</p> <p>Address 798 Colombo St 804 Colombo St 806 – 818 Colombo St 820 – 822 Colombo St</p> <p>varies sizes of the sections, now one piece is car park</p> <p>2) Between Peterborough St to Salisbury St (Even number, from 826 – 846 Colombo St)</p> <p>New Zealand Graduate School of Education</p> <p>and office Himalayas Indian Restaurant</p> <p>Whisky Galore Real estate</p> <p>Arden Hotel</p> <p>Address 826 Colombo St 830 Colombo St 834 Colombo St 836 – 838 Colombo St</p> <p>846 Colombo St</p> <p>varies sizes of the sections, now one piece is car park New Building</p> <p>3) Between Peterborough St to Bealey Ave (Even number, from 850 – 918 Colombo St)</p> <p>City Court Motel with about 11 units now Accommodations to let</p> <p>section was Wharetiki House A motel have 18 units now Accommodation to let</p> <p>Exit for Maryville Retirement Village</p> <p>Mani entrance is on Salisbury Street Rose Historic Chapel St Mary's Court Apartments City Centre Motel NZ Academy</p> <p>Sections Offices</p> <p>Address 850 Colombo St 854 – 858 Colombo St 860 Colombo St 866 Colombo St 868 Colombo St 876 Colombo St 888 Colombo St 896 – 902 Colombo St</p> <p>Those number are different from map to map 904 – 918 Colombo St</p> <p>Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there 70 units Appartements</p> <p>Not sure are they still running or not I believe there now are sections</p> <p>Colombo St East side</p> <p>1) Between Kilmore St to Peterborough St (odd number from 783 - 817 Colombo Street and conner of Peterborough St and Colombo St)</p> <p>Section Office and Venvti Italian Restaurant Cathedral Dental</p>				

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		JR Chiropractic Section  Restaurant and Office Restaurant  Closed Restaurant  And Office  Address 783 Colombo St 789 Colombo St 793 Colombo St 805 – 807 Colombo St 809 Colombo St 817 Colombo St Conner of Peterborough St and Colombo St  2) Between Peterborough St to Salisbury St (odd number from 825 - 833 Colombo Street and New apartments on Salisbury St)  Dalman Architects  NZ School of Tourism Accent Lighting Just SOLD Section  Now still is parking New Apartments  On Salisbury St  Address 825 Colombo St 827 Colombo St 829 Colombo St 833 ???Colombo St 106 - ???Salisbury St  About 36 Units Newly built  3) Between Salisbury St to Bealey Ave (odd number from 853 - 919 Colombo St)  Salvation Army  Motel CentrePoint on Colombo Motel Colombo In The City Medical Centre and others 20 units New Apartments Parking / section Section Old Chch Women’s Hospital Victoria Care  Families Homes Affogato Café  Address 853 Colombo St 859 Colombo St 863 Colombo St 867 Colombo St 871 – 873 Colombo St 875 Colombo St 885??? Colombo St 901 Colombo St 911- 913 Colombo St 919 Colombo St  Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there I have been told this 20 units apartments mainly for Airbnb traveller  1) The map on <a href="https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327">https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327</a> were show some building name but not all. Also on this link <a href="https://ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Colombo-Street-improvementplans-30-September-2020.pdf">https://ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Colombo-Street-improvementplans-30-September-2020.pdf</a> it was the same only show some of the building information but a lot of the important information such as business and bare land sections are not showing and it is very hard to follow the drawing. It is looks like this have done on purpose to make difficulty for the residence to follow and t understand, then CCC can passed the plan. So Updated the map with same information on paper and on the CCC map should be provided.  2) CCC should know the sections from Kilmore St to Bealey Ave, counts those sections are for the future developments.  sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;  Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St and a big section The formal Women’s Hospital on 875 – 889 Colombo St				



Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>3) Please note from Kilmore St to Bealey Ave, we have :</p> <p>Hotel: 1 ( limited parking specs)</p> <p>Motel: 5</p> <p>Apartment: 3 (about 130 units)</p> <p>Family and other kind accommodation: 3</p> <p>Retirement Village: 2</p> <p>Church Service: 2</p> <p>School: 3</p> <p>Restaurant/Café: 6</p> <p>Sections: at least 15 pieces Could be more for accommodation/apartments: could be more than 15 pieces of the sections, which not including the big sections between Kilmore and Peterborough St.</p> <p>sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House (big) No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;</p> <p>Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St (corner of Salisbury St and Colombo St) and a large size section The formal Women’s Hospital 875 – 889 Colombo St</p> <p>Also there have few offices, shops and other services on the Colombo St too.</p> <p>Again, CCC proposes the 30 KM/H and 40 KM/H Speed Limits is holding up our city move forward. The green cycleway is only for a small % people. We should know how we can encourage local people to care about the environment does not copy of other city or country. We do not have enough population in the city. CCC have made a big wrong decision to narrow the road in the city after the after earthquakes. What you are doing to keep green is skilling the city centre business. CCC should find what works for local. I rather to see those money spending to run the free buses around city, which we have this service before the earthquakes. Even I’d not use much but, it is one things people will use it and enjoy it. Or CCC could thinking to using this money as subsidy for people Solar panels when they builder new house.</p> <p>I worked right in the city centre, I did not see any bicycle are on the green line until after 5:00pm I saw one. Plus when I am driving I saw other two more cyclers. All day for three. If it is, you won business will you spending the money on it?</p> <p>Below I have copied from CCC and they are in the Italic. Yellow highlight were my comments:</p> <p>Street trees</p> <p>We are proposing 25 new trees with some in planter boxes and some planted in the ground. The trees in planter boxes can easily be shifted to modify the design or accommodate future property development.</p> <p>It is NOT good time for CCC spending Money of the trees boxes, we will under covid-19 recovery, CCC should think how can low the rates and give free car parking for people who are want visit city centre. With more and more people may lost jobs, we cannot afford to pay more rate for the CCC. Save the money for "the cold winter".</p> <p>Bus stops</p>				

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>As part of this project, we are taking the opportunity to improve the location of some bus stops.</p> <p>The bus stop outside 853 Colombo Street will move to 833 Colombo Street. On Colombo St, between Salisbury St to Bealey Ave, have 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, Bus Stop at 853 Colombo St, is a convenient place. It is also can same Christchurch rates payer's money.</p> <p>•</p> <p>The bus stop outside 121 Salisbury Street will move to 139 Salisbury Street. I am not sure about this area, only one comment to make is will this bus stop make convenient for the Maryville Retirement Village's residents to use.</p> <p>• The bus stop outside 856 Colombo Street will be removed. Agreed, because, there a bus stop outside " City Centre Motel"</p> <p>Parking</p> <p>There will be fewer car parks to make space for the cycleway and to create safer crossing points at intersections. Separating bikes from cars makes it safer for everyone.</p> <p>We have over doing for the cycleway in Christchurch. I do not have the fighter of how much we have spending on the cycleway for small number of people who are cycling to work in the city centre. In our apartments of 70 families not many of them work in the city. The families who had bicycle more are as exercise during some of the weekend.</p> <p>On the Bealey Avenue to Salisbury Street section of Colombo Street, 56 car on-street car parks will be retained from a total of 74 currently available. Again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking Do not remove any more from us.</p> <p>On the Salisbury Street to Kilmore Street section of Colombo Street, 21 on-street car parks will be retained from the 35 spaces currently available. Same as above again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking what we have Do not remove any more from us.</p> <p>In total 77 of the 109 on-street car parks will be retained. Please keep unchanged 109 on-street parking.</p> <p>We are aiming to make it easy to park near the shops at the corner of Colombo Street and Peterborough Street.</p> <p>On the west side of Colombo Street, three mobility spaces and a P5 park will be provided to make it easy to get to the Town Hall. Street and the Avon River Bridge. I am agreed we should have mobility people, why don't Town Hall to offer service like in the hotel valet parking service to help mobility people parking to a CCC car park, in this way they can stop just right outside Town Hall I think it is will be much more better offer the away parking. There will be P120 parking restrictions on the east side of Colombo Street between Kilmore. Please make those parking free of charge.</p> <p>I worked in the city centre before earthquakes. Now, the parking for the rebuild the city centre is not using friendly, everything you do in the city centre CCC is asking for money. I am often hear people talk about how inconvenient parking in the city centre and the cost of the parking. Should CCC give free street parking all-day or saying after 4:30pm during the weekday and free on the weekend and public holiday. In this way it is helping people to back to city, city will have more people to shop and dining in the evenings, weekend and Public Holidays.</p> <p>(See Attached)</p>				



Submitter #35506

To whom it may concern,

I am opposed to the CCC proposes for Colombo Street and Peterborough Street 30 KM/H and 40 KM/H Speed Limits”

You can see English is not my first language. I have been live in this city over 30 years. It is first time I am doing this. I know you will have difficulty to understand my writing I will be happy to meet with you.

I have been live in [REDACTED] since 2000. [REDACTED] has 70 Units apartments. But it is only around 10 owners occupant living on side. Most of units are for rent out or for Airbnb travellers. The changed which CCC proposed are not perplex their daily life. So I am not sure how many of owners will participated.

The speed limits in central Christchurch is a mess and the CCC wants to further complicate it from Kilmore St to Bealey Ave is unnecessary. Colombo Street traffic already moves like tortoises. It will stop more people visit the city. It will do the opposite. Do we not want a vibrant core? A 30km speed limit reduces the flow of traffic and increases time taken to get around or through central city. How does this encourage people to come to central Christchurch? It does not.

Will drivers followed the 30 KM/H speed Limits, I have experienced everyday drivers a not comply with this rule, including CCC’s cars, police’s vehicle and public service bus.

I have always tried to keep 30 KM/H, it is very hard when you have all the cars around you, you are under pressure. Of cause some time you forgot when just into to zone from 50 to 30. But not from 30 to 50. We do talk about if CCC put spend camera on this 30 KM/H road, CCC can make a big income avenue. Positive, CCC will get 100% successful results.

CCC should LISTEN to us in the real world. BUT we all experience CCC won’t listen to what we say, It is only a freedom and democracy step needs.

The information provided by CCC proposes for Colombo Street and Peterborough Street it is not very easy to follow. Because English is not my first language it was took me hours try to finger out the Street plan. And I have finding out there a lot building and business’s name information are missing from your plan. That information are significant and crucial for CCC planners to know for this proposes and future plan. Without those “local” information are can misleading CCC planner and people who are read or work on the plan.

I worked in the city centre, during the day it is hardly to see many cyclers on the road. Most people who come with family into Christchurch centre are mainly by cars after shopping or dinning, car is much preferred transportation. Please do not designing the city for the 1% or less use.

I have tried to list the information of building and business from CCC map and google map. But there some information may need undated from CCC.

Colombo St west side

1) Between Kilmore St to Peterborough St (Even number, from 798 – 822 Colombo St)

	Section	SCTK Building Plus Accommodation	varies sizes of the sections	Shops
Address	798 Colombo St	804 Colombo St	806 – 818 Colombo St	820 – 822 Colombo St
			varies sizes of the sections, now one piece is car park	

2) Between Peterborough St to Salisbury St (Even number, from 826 – 846 Colombo St)

	New Zealand Graduate School of Education and office	Himalayas Indian Restaurant	Whisky Galore	Real estate	Arden Hotel
Address	826 Colombo St	830 Colombo St	834 Colombo St	836 – 838 Colombo St	846 Colombo St
			varies sizes of the sections, now one piece is car park		New Building

3) Between Peterborough St to Bealey Ave (Even number, from 850 – 918 Colombo St)

	City Court Motel with about 11 units now Accommodations to let	section was Wharetiki House	A motel have 18 units now Accommodation to let	Exit for Maryville Retirement Village	Rose Historic Chapel	St Mary's Court Apartments	City Centre Motel	NZ Academy	Sections	Offices
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				Mani entrance is on Salisbury Street						
Address	850 Colombo St	854 – 858 Colombo St	860 Colombo St		866 Colombo St	868 Colombo St	876 Colombo St	888 Colombo St	896 – 902 Colombo St	904 – 918 Colombo St
		Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there				70 units Appartements		Not sure are they still running or not	I believe there now are sections	

Colombo St East side

- 1) Between Kilmore St to Peterborough St (odd number from 783 - 817 Colombo Street and conner of Peterborough St and Colombo St)

	Section	Office and Venvti	Cathedral Dental	Section	Restaurant and Office	Restaurant Closed	Restaurant And Office
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		Italian Restaurant	JR Chiropractic				
Address	783 Colombo St	789 Colombo St	793 Colombo St	805 – 807 Colombo St	809 Colombo St	817 Colombo St	Conner of Peterborough St and Colombo St

2) Between Peterborough St to Salisbury St (odd number from 825 - 833 Colombo Street and New apartments on Salisbury St)

	Dalman Architects	NZ School of Tourism	Accent Lighting	Just SOLD Section Now still is parking	New Apartments On Salisbury St
Address	825 Colombo St	827 Colombo St	829 Colombo St	833 ???Colombo St	106 - ???Salisbury St
					About 36 Units Newly built

3) Between Salisbury St to Bealey Ave (odd number from 853 - 919 Colombo St)

	Salvation Army	Motel CentrePoint on Colombo	Motel Colombo In The City	Medical Centre and others	20 units New Apartments	Parking / section	Section Old Chch Women's Hospital	Victoria Care	Families Homes	Affogato Café
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Address	853 Colombo St	859 Colombo St	863 Colombo St	867 Colombo St	871 – 873 Colombo St	875 Colombo St	885??? Colombo St	901 Colombo St	911-913 Colombo St	919 Colombo St
		Years ago There were a plan to make a Multiple floors apartments. It is could bring a lot of people move to there			I have been told this 20 units apartments mainly for Airbnb traveller					

- 1) The map on <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327> were show some building name but not all. Also on this link <https://ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Colombo-Street-improvementplans-30-September-2020.pdf> it was the same only show some of the building information but a lot of the important information such as business and bare land sections are not showing and it is very hard to follow the drawing. It is looks like this have done on purpose to make difficulty for the residence to follow and t understand, then CCC can passed the plan. So Updated the map with same information on paper and on the CCC map should be provided.
- 2) CCC should know the sections from Kilmore St to Bealey Ave, counts those sections are for the future developments.  
sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;  
Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St and a big section The formal Women’s Hospital on 875 – 889 Colombo St
- 3) Please note from Kilmore St to Bealey Ave, we have:  
  
Hotel: 1 ( limited parking specs)  
  
Motel: 5  
  
Apartment: 3 (about 130 units)

Family and other kind accommodation: 3

Retirement Village: 2

Church Service: 2

School: 3

Restaurant/Café: 6

Sections: at least 15 pieces Could be more for accommodation/apartments: could be more than 15 pieces of the sections, which not including the big sections between Kilmore and Peterborough St.

sections are, 798 Colombo St; 806 – 818 Colombo St; Wharetiki House (big) No. 854 – 856 Colombo St; and section 896 – 902 Colombo St;

Also sections, 783 Colombo St; 805 – 807 Colombo St; 833 Colombo St (corner of Salisbury St and Colombo St) and a large size section The formal Women's Hospital 875 – 889 Colombo St

Also there have few offices, shops and other services on the Colombo St too.

Again, CCC proposes the 30 KM/H and 40 KM/H Speed Limits is holding up our city move forward. The green cycleway is only for a small % people. We should know how we can encourage local people to care about the environment does not copy of other city or country. We do not have enough population in the city. CCC have made a big wrong decision to narrow the road in the city after the after earthquakes. What you are doing to keep green is skilling the city centre business. CCC should find what works for local. I rather to see those money spending to run the **free buses** around city, which we have this service before the earthquakes. Even I'd not use much but, it is one things people will use it and enjoy it. Or CCC could thinking to using this money as subsidy for people Solar panels when they builder new house.

I worked right in the city centre, I did not see any bicycle are on the green line until after 5:00pm I saw one. Plus when I am driving I saw other two more cyclers. All day for three. If it is, you won business will you spending the money on it?

**Below I have copied from CCC and they are in the Italic. Yellow highlight were my comments:**

### ***Street trees***



*We are proposing 25 new trees with some in planter boxes and some planted in the ground. The trees in planter boxes can easily be shifted to modify the design or accommodate future property development.*

It is NOT good time for CCC spending Money of the trees boxes, we will under covid-19 recovery, CCC should think how can low the rates and give free car parking for people who are want visit city centre. With more and more people may lost jobs, we cannot afford to pay more rate for the CCC. Save the money for "the cold winter".

### ***Bus stops***

*As part of this project, we are taking the opportunity to improve the location of some bus stops.*

*The bus stop outside 853 Colombo Street will move to 833 Colombo Street. On Colombo St, between Salisbury St to Bealey Ave, have 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, Bus Stop at 853 Colombo St, is a convenient place. It is also can same Christchurch rates payer's money.*

•

*The bus stop outside 121 Salisbury Street will move to 139 Salisbury Street. I am not sure about this area, only one comment to make is will this bus stop make convenient for the Maryville Retirement Village's residents to use.*

- *The bus stop outside 856 Colombo Street will be removed. Agreed, because, there a bus stop outside " City Centre Motel"*

### ***Parking***

*There will be fewer car parks to make space for the cycleway and to create safer crossing points at intersections. Separating bikes from cars makes it safer for everyone.*

We have over doing for the cycleway in Christchurch. I do not have the fighter of how much we have spending on the cycleway for small number of people who are cycling to work in the city centre. In our apartments of 70 families not many of them work in the city. The families who had bicycle more are as exercise during some of the weekend.

*On the Bealey Avenue to Salisbury Street section of Colombo Street, 56 car on-street car parks will be retained from a total of 74 currently available. Again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking Do not remove any more from us.*

*On the Salisbury Street to Kilmore Street section of Colombo Street, 21 on-street car parks will be retained from the 35 spaces currently available. Same as above again, with 1 Hotel and 5 Motels and 3 Apartments, 2 Churches, more building could build in the near future, we need more parking space. Please KEEP the parking what we have Do not remove any more from us.*

*In total 77 of the 109 on-street car parks will be retained. Please keep unchanged 109 on-street parking.*

*We are aiming to make it easy to park near the shops at the corner of Colombo Street and Peterborough Street.*

*On the west side of Colombo Street, three mobility spaces and a P5 park will be provided to make it easy to get to the Town Hall. Street and the Avon River Bridge. I am agreed we should have mobility people, why don't Town Hall to offer service like in the hotel valet parking service to help mobility people parking to a CCC car park, in this way they can stop just right outside Town Hall I think it is will be much more better offer the away parking. There will be P120 parking restrictions on the east side of Colombo Street between Kilmore. Please make those parking free of charge.*

*I worked in the city centre before earthquakes. Now, the parking for the rebuild the city centre is not using friendly, everything you do in the city centre CCC is asking for money. I am often hear people talk about how inconvenient parking in the city centre and the cost of the parking. Should CCC give free street parking all-day or saying after 4:30pm during the weekday and free on the weekend and public holiday. In this way it is helping people to back to city, city will have more people to shop and dining in the evenings, weekend and Public Holidays.*

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35507	have some concerns	<p>Kia ora:</p> <p>Submissions regarding the Colombo Street Cycle Route Connection project</p> <p>Thank you for the opportunity to provide input to this project. I am broadly supportive of the proposal. I offer the following feedback and wish to talk to my submission:</p> <p>Speed limits</p> <ul style="list-style-type: none"><li>•CCC's application of speed limits appears haphazard. It really does not make sense to pick one or two corridors in the central city and propose a new speed limit.</li><li>•Instead, council should consider an area-wide approach and consider which changes should be implemented between the existing slow core and Bealey Avenue.</li><li>•It is absolute nonsense to turn off Victoria Street (where a 30 km/h limit applies) into Dorset Street and be greeted with a 50 km/h sign.</li><li>•Similarly, to leave the nearby Gracefield Avenue, Peacock Street, Beveridge Street, and Conference Street at the 50 km/h default speed limit, while at the same time lowering the speed limit in Colombo Street, is illogical.</li><li>•I cannot see a good reason why a short stretch of Colombo Street just south of Bealey Avenue should have a speed limit that is different from the rest of Colombo Street further south.</li><li>•You may say that a wider speed limit review is not part of the scope of this project. I respond that the Victoria Neighbourhood Association has previously asked for speed limits to be reduced area-wide.</li><li>•A more comprehensive approach to this issue would remove the need for zone thresholds and a plethora of signs.</li></ul> <p>Conclusion: Review the speed limit area-wide (e.g. between the existing slow core and Bealey Avenue), with a view of moving most (if not all) streets to 30 km/h.</p> <p>Design concept</p> <ul style="list-style-type: none"><li>•It is disappointing to see that a painted facility is being proposed to make the connection between the Papanui Parallel (which mostly uses physically protected infrastructure) with the pathway along the Avon River.</li><li>•That said, I accept that in the absence of a meaningful and city-wide parking management strategy, this is the only type of facility that has a chance to survive the public consultation process.</li><li>•As designed, the facility is too narrow. Adjacent to parking, the "desirable minimum" is a 1.8 m facility: (<a href="https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/">https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/</a>). I do not accept that the painted buffer should be counted as part of the facility's width; neither makes our design guidance allowance for such thinking.</li><li>•The proposal to lower the speed limit to 30 km/h is the only aspect that makes the conceptual approach palatable.</li></ul> <p>Conclusion: Consider options that would achieve compliance with New Zealand guidance.</p> <p>Design details</p> <ul style="list-style-type: none"><li>•In areas where parking demand is high and a cycle lane slowly tapers away from the kerb, frequent stopping by drivers in the cycle lane is commonplace: "It'll only be a minute."</li><li>•This will be a problem in the following locations:</li></ul>			Axel Downard-Wilke	Christchurch Central

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>◦Outside Arden Hotel</p> <p>◦Outside Venuti (for Uber Eats pickups)</p> <p>◦Outside the Salvation Army</p> <p>•If this is not addressed, it will look like this (outside Little Poms in Kilmore Street)</p> <p>•The way to prevent this is to build out the kerb, so that the kerbline matches the inside of the cycle lane. Like it was done in Manchester Street south of St Asaph Street: <a href="https://www.google.co.nz/maps/@-43.5364808,172.6396985,3a,75y,165.81h,73.32t/data=!3m6!1e1!3m4!1s5fCx1kT9CVpz7h-hOcyFqA!2e0!7i16384!8i8192">https://www.google.co.nz/maps/@-43.5364808,172.6396985,3a,75y,165.81h,73.32t/data=!3m6!1e1!3m4!1s5fCx1kT9CVpz7h-hOcyFqA!2e0!7i16384!8i8192</a></p> <p>•The other detail that won't work in practice is where the cycle lane tapers towards the kerb on the approach to a signalised intersection. Here, "considerate" drivers will queue in the cycle lane to keep the right turn lane accessible for other drivers.</p> <p>•Pre-EQ, the worst location for this driver behaviour was the Manchester Street north approach to Kilmore Street. This type of layout is present in the following locations:</p> <p>◦South approach to Bealey Avenue</p> <p>◦North approach to Kilmore Street</p> <p>◦South approach to Salisbury Street</p> <p>•The way to prevent this driver behaviour is to provide permanent protection from the traffic lane (with as little effort as flexi posts or more expensive physical protectors) with gaps at driveways.</p> <p>•This design alteration will not work in conjunction with the relocated bus stop at 833 Colombo Street and I suggest that it would be better to leave the bus stop in its current position (acknowledging that a bus stop ought to be located on the downstream side of a signalised intersection anyway).</p> <p>•The proposed relocation of the Salisbury Street bus stop is surprising. An Accessible City has Kilmore Street as the bus corridor so if, and when, we finally see the conversion of this one-way pair to two way traffic, the bus routes will shift onto that corridor. It therefore is nonsensical to see this bus stop relocated as part of this exercise. What is wrong with the bus stop in its current location?</p> <p>Conclusions: rebuild the kerb to match the inside of the cycle lane where it tapers away from the current kerb line; physically protect the cycle lane on the approach to signalised intersections where it tapers towards the kerb; do not relocate bus stops in the vicinity of the Colombo / Salisbury intersection</p> <p>Bealey Avenue signal operation</p> <p>•There is a high left turn demand by drivers from the Colombo Street south approach.</p> <p>•The intersection would feel a lot safer if people cycling were given a headstart over turning traffic.</p> <p>Conclusion: Hold turning traffic on a red arrow for some length of time when people are cycling across the Bealey Avenue intersection from the south side.</p> <p>Shared lane use south of Kilmore Street</p> <p>•I remember having a long discussion with a CCC transport planner in circa 2014 stating that shared lane use on Colombo Street between Salisbury Street and Lichfield Street will only be appropriate if, and when, Colombo Street has been closed to through traffic in or adjacent to the Square.</p>				

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		<p>•I was assured that this was part of the plan but as of 2020, I have yet to see any moves towards this.</p> <p>•To get some discussion going on this issue, I proposed a closure of Colombo Street in 2018: <a href="https://www.stuff.co.nz/the-press/business/the-rebuild/108864650/calls-for-section-of-christchurchs-colombo-st-to-become-pedestrian-mall">https://www.stuff.co.nz/the-press/business/the-rebuild/108864650/calls-for-section-of-christchurchs-colombo-st-to-become-pedestrian-mall</a></p> <p>•Hence I reiterate the point that shared lane use is inappropriate as traffic volumes are significantly too high for that. I acknowledge that the design south of Salisbury Street acknowledges this inappropriateness by giving people on bikes an offroad alternative to reach the signalised crossing south of the Avon River.</p> <p>Conclusion: Consider options that would reduce traffic volumes on Colombo Street between Salisbury and Lichfield that would make shared lane use appropriate.</p> <p>(See Attached)</p>				



Submitter #35507

[REDACTED]

Christchurch

Phone: [REDACTED]

E-mail: [REDACTED]

20 October 2020

Kia ora Tara:

**Submissions regarding the Colombo Street Cycle Route Connection project**

Thank you for the opportunity to provide input to this project. I am broadly supportive of the proposal. I offer the following feedback and wish to talk to my submission:

**Speed limits**

- CCC's application of speed limits appears haphazard. It really does not make sense to pick one or two corridors in the central city and propose a new speed limit.
- Instead, council should consider an area-wide approach and consider which changes should be implemented between the existing slow core and Bealey Avenue.
- It is absolute nonsense to turn off Victoria Street (where a 30 km/h limit applies) into Dorset Street and be greeted with a 50 km/h sign.
- Similarly, to leave the nearby Gracefield Avenue, Peacock Street, Beveridge Street, and Conference Street at the 50 km/h default speed limit, while at the same time lowering the speed limit in Colombo Street, is illogical.
- I cannot see a good reason why a short stretch of Colombo Street just south of Bealey Avenue should have a speed limit that is different from the rest of Colombo Street further south.
- You may say that a wider speed limit review is not part of the scope of this project. I respond that the Victoria Neighbourhood Association has previously asked for speed limits to be reduced area-wide.
- A more comprehensive approach to this issue would remove the need for zone thresholds and a plethora of signs.

**Conclusion:** Review the speed limit area-wide (e.g. between the existing slow core and Bealey Avenue), with a view of moving most (if not all) streets to 30 km/h.

**Design concept**

- It is disappointing to see that a painted facility is being proposed to make the connection between the Papanui Parallel (which mostly uses physically protected infrastructure) with the pathway along the Avon River.
- That said, I accept that in the absence of a meaningful and city-wide parking management strategy, this is the only type of facility that has a chance to survive the public consultation process.
- As designed, the facility is too narrow. Adjacent to parking, the "desirable minimum" is a 1.8 m facility: (<https://www.nzta.govt.nz/walking-cycling-and-public->

[transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/](#)). I do not accept that the painted buffer should be counted as part of the facility's width; neither makes our design guidance allowance for such thinking.

- The proposal to lower the speed limit to 30 km/h is the only aspect that makes the conceptual approach palatable.

**Conclusion:** Consider options that would achieve compliance with New Zealand guidance.

## Design details

- In areas where parking demand is high and a cycle lane slowly tapers away from the kerb, frequent stopping by drivers in the cycle lane is commonplace: "It'll only be a minute."
- This will be a problem in the following locations:
  - Outside Arden Hotel
  - Outside Venuti (for Uber Eats pickups)
  - Outside the Salvation Army
- If this is not addressed, it will look like this (outside Little Poms in Kilmore Street)



- The way to prevent this is to build out the kerb, so that the kerbline matches the inside of the cycle lane. Like it was done in Manchester Street south of St Asaph Street: <https://www.google.co.nz/maps/@-43.5364808,172.6396985,3a,75y,165.81h,73.32t/data=!3m6!1e1!3m4!1s5fCx1kT9CVpz7h-hOcyFqA!2e0!7i16384!8i8192>

- The other detail that won't work in practice is where the cycle lane tapers towards the kerb on the approach to a signalised intersection. Here, "considerate" drivers will queue in the cycle lane to keep the right turn lane accessible for other drivers.
- Pre-EQ, the worst location for this driver behaviour was the Manchester Street north approach to Kilmore Street. This type of layout is present in the following locations:
  - South approach to Bealey Avenue
  - North approach to Kilmore Street
  - South approach to Salisbury Street
- The way to prevent this driver behaviour is to provide permanent protection from the traffic lane (with as little effort as flexi posts or more expensive physical protectors) with gaps at driveways.
- This design alteration will not work in conjunction with the relocated bus stop at 833 Colombo Street and I suggest that it would be better to leave the bus stop in its current position (acknowledging that a bus stop ought to be located on the downstream side of a signalised intersection anyway).
- The proposed relocation of the Salisbury Street bus stop is surprising. An Accessible City has Kilmore Street as the bus corridor so if, and when, we finally see the conversion of this one-way pair to two way traffic, the bus routes will shift onto that corridor. It therefore is nonsensical to see this bus stop relocated as part of this exercise. What is wrong with the bus stop in its current location?

**Conclusions:** rebuild the kerb to match the inside of the cycle lane where it tapers away from the current kerb line; physically protect the cycle lane on the approach to signalised intersections where it tapers towards the kerb; do not relocate bus stops in the vicinity of the Colombo / Salisbury intersection

### Bealey Avenue signal operation

- There is a high left turn demand by drivers from the Colombo Street south approach.
- The intersection would feel a lot safer if people cycling were given a headstart over turning traffic.

**Conclusion:** Hold turning traffic on a red arrow for some length of time when people are cycling across the Bealey Avenue intersection from the south side.

### Shared lane use south of Kilmore Street

- I remember having a long discussion with a CCC transport planner in circa 2014 stating that shared lane use on Colombo Street between Salisbury Street and Lichfield Street will only be appropriate if, and when, Colombo Street has been closed to through traffic in or adjacent to the Square.
- I was assured that this was part of the plan but as of 2020, I have yet to see any moves towards this.
- To get some discussion going on this issue, I proposed a closure of Colombo Street in 2018: <https://www.stuff.co.nz/the-press/business/the-rebuild/108864650/calls-for-section-of-christchurchs-colombo-st-to-become-pedestrian-mall>
- Hence I reiterate the point that shared lane use is inappropriate as traffic volumes are significantly too high for that. I acknowledge that the design south of Salisbury Street acknowledges this inappropriateness by giving people on bikes an offroad alternative to reach the signalised crossing south of the Avon River.

**Conclusion:** Consider options that would reduce traffic volumes on Colombo Street between Salisbury and Lichfield that would make shared lane use appropriate.



Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35526	support the plan	See the attached submission.	Spokes Canterbury	Chairperson	Don Babe	Prebbleton

Submitter #35526

21 October 2020



**RE: Colombo Street from the Avon River to Bealey Avenue.**

**SUBMISSION FROM SPOKES CANTERBURY**

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 followers that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

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

If you require further information or there are matters requiring clarification, please contact our the Chair, Don Babe in the first instance. His contact details are:



 Christchurch 7676

Phone: 

Email: 

**Don Babe**

**Chairperson, Spokes Canterbury**



Spokes is very supportive of the speed reduction proposed for this important piece of cycling infrastructure. It will connect the very popular Papanui Parallel cycleway to the central city, a link that has been frustrating in its absence for too long.

Because of the importance of this link it is important it is complete so needs to consider the crossing of Bealey Avenue as part of its ambit. Without this crossing being addressed the excellent facilities on either side of the avenue are somewhat wasted. It is like a road with a missing bridge, seriously compromised in terms of effectiveness. The target audience for the cycleways are 10-80 year olds so the entire journey has to appear safe for 10 year old children to cycle independently.

We are supportive of the idea that the road will be slow and use a shared space approach rather than restricting the volume of bikes by enclosing them in a well defined separated facility. It is possible parts of the Papanui Parallel cycleway could be reaching capacity concerns in the near future with the continued increases in popularity.

The use of trees in planter boxes is also an approach we support. Their position can be changed as circumstances change and if there is a problem with a planter box it can be wheeled out and replaced with a better one.

We would like to see more bike parking facilities offered along the route. It is noted there is provision for about 8 cycle locking stands at Peterborough Street but these could be occupied most of the time by staff at the local businesses and attendees at the Christchurch College of Education. Provision of additional parks at the southern end of the area would provide facilities for those attending the town hall or wanting to meander through the central city without a bike.

There is concern that the coloured paint on the road may swamp the white lane markings visually. The paint will be the only protection visible to less confident cyclists so it is important that it is very visible.

The painted cycle lane needs to provide adequate space for the cyclists to avoid opening car doors from parked traffic. The indications are that there will be space between the edge of the parking space and the bike lane and further room in the bike lane to avoid doors. This is fine whilst car drivers park within the parking space provided and leave the buffer space unoccupied.

The plans provided show a painted buffer between the cycle lane and traffic. There is merit in increasing the width of the cycle lane by including the buffer zone in the cycle lane. Cyclists can keep away from the moving traffic within their wide lane but it does provide better opportunities for cyclists to overtake or avoid car doors whilst staying in their lane.

If possible we would like you to reconsider the treatment of the bus stops. From a cycling perspective it is much better to have pedestrians crossing the bike lane than buses so an in-lane bus stop is preferred.

Also as there is no physical separation of the cycleway proposed we urge the Council to consider using flexible posts to provide some protection where the cycle path is squeezed on intersection approaches.

As mentioned the Bealey Avenue crossing is an important consideration to complete this link. In relation to north bound cyclists we offer the following suggestions in order of preference;

1. no left turn for northbound motorists onto Bealey Avenue
2. providing safe access for cyclists from the left lane to the left of the re-designated straight/right lane in the approach to the intersection
3. providing protection for the cycle lane on the left by the use of poles or other physical separators.
4. phasing the lights so cyclists get 2 opportunities to proceed north each phase, once at the beginning of the northbound go and another at the end of the northbound go. Apparently this is being used in Dunedin.

The same treatments could be considered for Kilmore Street for northbound cyclists and Salisbury Street for southbound traffic except our preferred solution above is probably too disruptive.

We are very pleased the Council are proceeding to link our very impressive Major Cycleways to our central city and are eagerly awaiting the outcomes.



Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35528	have some concerns	See attached document.			Jessica Halliday	St Albans

Submitter #35528

I'd like to express my broad support for the plan, but with a few concerns about required design modifications to manage safety for cyclists, pedestrians and other road users.

Background: I'm a St Albans resident who uses this section of Colombo St daily to travel to the city for work, shopping, social and leisure activities, and to eat and drink at hospitality businesses including those in the area of Colombo St in this plan.

My main mode of transport is cycling and we use our car a couple of times per week for longer trips or to carry heavy items. This is the kind of active transport that CCC is promoting to meet its carbon reduction targets, so as someone who sees and enjoys the health and cost benefits of active transport and wants to see increased action on climate change, I'm keen that CCC's planned improvements for Colombo St are actually conducive to increasing active transport mode share.

The positives in the plan: Dropping speed to 30km/hr is an essential for safer streets when trying to increase transport modes other than cars. More accessible parking is great - it's really important that there is parking for those actually NEED it. Placement of trees and street furniture will decrease illegal parking behaviour (it already has outside Bolina) and hopefully encourage slower speeds. This plan also provides an important through-route to connect the Papanui Parallel to the city - a safe cycling and pedestrian corridor that is currently missing from this side of the city.

Here are some potential problems and exclusions from the design that could lead to this section of Colombo being under-utilised by active transport users, or not resulting in improved safety for those users, or both:

1. The crossing and traffic-light phasing at Bealey Ave is not included in the proposed plan. When crossing Bealey on a bike heading north during off-peak hours, the phasing allows VERY little time to get across. The diamonds on the cycleway don't trigger any changes in the light cycle. During off peak hours (say, after 8pm?) the duration of the green light is set for the speed of cars only, which means that the light turns amber before you are even half way across Bealey Ave. I find the timing tight myself as a confident user of a bicycle, but there are times that I am praying that I'll be seen by the cars on Bealey as the light turns red. Ultimately, stresses like these need to be removed in order to make pedestrians and cyclists of different ages and abilities feel they can use the crossing safely, otherwise Bealey will continue to act as an artificial barrier to many users between St Albans and the city. The easiest way to fix these problems is by modifying signal phasing.

2. At the other end of the plan, the narrowing at the bridge by the Town Hall is a problem area. Currently, as a cyclist you just don't know whether cars behind you traveling south will slow down or if you should pull over and let them go at the pinch point. I generally do the latter. The 30km/hr zone may change this but it also might not – especially as cars race to cross Kilmore before the lights turn red.



3. This plan doesn't sufficiently address the risk of dooring for cyclists. As a confident cyclist who has been using a bike as a primary form of transport for 15 years, I am happy to cycle on the road. (Though to be honest I now plan most of my rides on cycleways as increased safety actually creates a nicer and safer experience). Imagine though that you're someone without prior cycling experience. To have a near miss from a car door on Colombo St after having travelled to the city down the separated and very protected Papanui Parallel will probably make you not want to use Colombo, or it may even make you give up cycling - I have friends who have told me stories just like this. Inexperienced cyclists need a nurturing and safe environment to build confidence in, otherwise they become ex-cyclists. We have to design the cycling network for them and not just the diehards. This means seriously considering separated lane where possible and if not, modifying parking to reduce the possibility of dooring cyclists. Colombo St is a very wide street – surely you can design better?

4. Ideally this plan would be for a separated cycleway, not a painted road. I take the position that there should be, as a minimum, a continuous separated cycleway from the outer suburbs on every compass point into the city (and probably more than this). It seems ironic that once the Northern Motorway Extension is open that people will be able to cycle on a separated cycleway all the way from the other side of the Waimakariri River until they reach Bealey Ave, then the last two blocks of their journey into the central city will be on paint adjacent to motorised traffic. Separated cycleways make roads more equitable, especially for those who don't or can't or can't afford to drive – in particular, children and youth and those on low and fixed incomes. Safe cycleways support and enable children's independence – this is vital to creating confident young people. Children and youth who live in the northern suburbs, especially in those a short distance from the central city, should be able to cycle and walk safely into the central city. A bicycle is a cheap, accessible and swift form of transport for a young person. Imagine living a 10 minute cycle from the Margaret Mahy Playground, Tākaro a Poi, or Tūranga – two major civic amenities designed for children and young people, but not being able to get yourself there safely and independently? I don't ask for a separated cycleway for myself, I will still use the road to cycle on regardless of how Council design and build it, but I do ask for others who aren't as confident and determined or whose parents and caregivers do not trust their child to the traffic.

5. 30km per hour zones are all well and good, IF cars obey the limit. My experience living close to the Papanui Parallel down Trafalgar St is that they don't. There was initial compliance and then many drivers, particularly commuters, reverted to their usual habits. I'd estimate 50-60% compliance at best, with probably 10% of drivers overall traveling at or close to 50km/hr despite the numerous calming measures on Trafalgar St. This tallies with overseas research I've read that shows that enforcement doesn't work, especially at a hyper-local level. Not until (here's hoping), we have city-wide 30km zones that encompass the central city and residential areas, and higher speed arterials, will we start to see drivers obey limits consistently. Speed limit reductions are obviously necessary in order to limit the harm to pedestrians and cyclists on Colombo St, but as long as they are done patchwork they won't be as effective at actually dropping traffic speed as road design measures could be.

6. Plenty of car parking has been retained in this plan, much of which will be used not by customers of businesses on Colombo St, but by commuters to leave their car all day. Please take this submission to be against the provision of free all-day parking for the able-bodied. Continued subsidy of 20th century style travel modes will only create more of it. Car parking is expensive to provide and of negligible value compared to the health and monetary benefits of active transport infrastructure.

7. I note also that no bike stands are provided on the plan near the Peterborough corner which seems like an oversight.

8. Recent research of 12 cities in the US shows that separated cycleways and infrastructure created to make cycling safe at intersections etc, results in a 44% drop in road fatalities for all road users. Council should continue to commit to creating a safe, connected, separated cycle network, for the benefit of all road users.  
<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>  
<https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

9. I am all for trying something new and for Council doing the best with our collective finances. However, I am concerned that this interim design is supposed to “test” the public appetite for cycling on this route and inform a future decision about whether or not to provide a separated cycleway on this section of road. However clever your temporary design, it still will not provide all new or inexperienced or cautious people with the confidence to cycle on it. I’m sure more people will use this section of road to cycle into the city when you implement this design – however, it won’t be equal to the number who would use it if it was a fully separated cycle way. You can’t rely on this as a way to test the number of users who would use a fully separated cycle way between Bealey and the river. Your own data already shows a 80% increase in cycle trips since 2016. This correlates to the development of the separated cycleways; it’s simple, build it and they will come – especially if it’s connected. This section connects the Papanui Parallel with the River – where it is a delight to cycle along the promenade. Please commit to completing this section as a separated cycleway, not just paint and planter boxes.

Thank you for considering my submission.

Ngā mihi  
Jessica Halliday

Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35531	have some concerns	<p>Continually supporting an increase in cycling infrastructure will always be good, and this is what I support. However, I do not think this goes far enough to accomodate cyclists and pedestrians, and adequately improve accessibility and safety for these road users.</p> <p>Changes must be made to the Colombo and Bealey intersection to increase safety and confidence for cyclists and pedestrians. Signally needs to accomodate cyclists.</p> <p>There needs to be a greater reduction in carpark spaces along Colombo Street, in order to better protect cyclists from parked cars, and to allow more space for pedestrians and cyclists. Failing to make decisive changes such as this means that the Christchurch City Council is still prioritising the needs of motorists on roads, and in this case in particular, still doing so inside the CBD - at the expense of the most vulnerable, and importantly, the most efficient and green modes of transport, cyclists and pedestrians.</p> <p>There also ought to be more parking facilities for cyclists. This is an area with shops and businesses, and having adequate parking facilities for cyclists will be better at enabling and encouraging people to utilise the area, and lessen the reliance on motor vehicles, thereby further enabling and encouraging a shift towards these modes of transport. It is also better to build these facilities now, rather than in the future when this plan is finished.</p> <p>Another concern is with the intersection of Colombo St and Cambridge Terrace. There is an accomodation for cyclists to exit off of the on-street cycleway and onto the shared path in the southbound direction, but I do not see any such accomodation for northbound cyclists to exit onto the shared path, or alternatively for cyclists on the shared path coming north, or coming from Cambridge Terrace to come onto the northbound on-street cycleway.</p> <p>As an extra note, and this includes the rest of the CBD reduced speed limit, but for this plan in particular I must say that 30kph is good, but still not good enough. It is a fright for me, let alone new cyclists or potential new cyclists, when there is a shared area for motor traffic and cyclists in the same lane (in this instance on Colombo Street south of Kilmore) when you have a motor vehicle right behind you all the while you are going as fast as you can and feeling pressure from the vehicle behind. This indicates to me that motor traffic should be limited further, more akin to what would be expected inside a mall carpark or the shared paths along Oxford Terrace in Te Papa Ōtākaro.</p> <p>Thank you for reading and considering my submission.</p> <p>Ngā mihi,</p> <p>R. J. K. Franks</p>			Raphael Franks	Central Christchurch
35535	have some concerns	<p>A separated cycle way here would link up the current cycle route nicely and would provide people on bikes more protection from people opening car doors without looking. Alternatively a wider painted cycle way would provider more room for people on bikes to avoid car door zones without having to move out into traffic.</p> <p>I'm also disappointed at the lack of cycle parking in this plan. With businesses at Bealey Ave more cycle parking should be provided here and also north of Peterborough St. This route is used by many people on bikes and I've personally been frustrated trying to find cycle parking here, by removing one or 2 car parking spaces parking for a number of bikes could be accommodated making it much easier for people to frequent these businesses on their commute.</p>			Geoff Sugden	Christchurch
35540	have some concerns	<p>- Cycle way definition</p> <p>- Retention of parking</p> <p>- Focus areas for placemaking elements and pedestrian crossings</p> <p>See Attached.</p>	Lucas Associates	Landscape Architect	Steffan Krabeger	Christchurch Central

Submitter # 35540



NORTH COLOMBO TRANSITIONAL PROJECT | PETERBOROUGH VILLAGE INCOPORATED | MAR 2015

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Version Two - 25.02.2015



## INTRODUCTION

North Colombo Transitional project is a community initiative to transition the existing streetscape over the recovery period until proposed streetscapes as outlined in an accessible city have been implemented. The project is focused on Colombo Street from Kilmore north to Salisbury Street. The proposed transitional works will aim to create vibrancy and cohesion throughout the North Col area by enhancing the pedestrian experience and providing a platform for local business to trade efficiently and confidently whilst the area continues to redevelop with the support of its community.

## BACKGROUND

North Col is located within the 'Central City Mixed Use Zone' and operates as an enclave. Framed by the Avon River to the south, medium density residential housing and apartments to the east and north with educational and entertainment facilities to the west.

North Col is well connected by public transport, easy walking and cycling distance from key city features and local entertainment venues. It is orientated on a north south axis along Colombo Street and has distinct views of Mount Tekoa to the north and the Port Hills to the South.

The majority of buildings prior to the earthquake were only two story and opened on to a wide streets, this produced a very human scale that enhanced spatial qualities and ensured plentiful light to the street scape.

The North Col enclave was a melting pot of social and cultural diversity, identified by the many cultural shops and restaurants that were present pre earthquake. Italian, Chinese, Japanese, Mexican, Thai, Burmese, Moroccan, Indian, western European and a string of Cafes and bars as well as a Scottish kilt shop, whisky galore and Johnson's English sweet store to name a few.

These businesses provided for a vast array of the local community and far beyond, from daily workers, visitors from convention centre and town hall, local residents, school of tourism students, shoppers and people visiting the area as a destination.

Whilst some redevelopment has already taken place and with many more planned for the next 2-5 year period, the council has no specific dates for streetscape upgrades as identified in the accessible city plan.

COLOMBO  
SALISBURY  
PETERBOROUGH  
KILMORE  
TOWN HALL  
OTAKARO AVON  
VICTORIA SQUARE  
CATHEDRAL SQUARE

## TRANSITIONAL

North Col Transitional Project is envisaged to have a life span of around 10 years. Site elements such as bike stands, seating, planters and rubbish facilities will be designed to allow for relocation within the project boundaries as the area rebuilds. This creates the ability to move these facilities when intensification of building works deems spaces within the street scape inaccessible for prolonged periods of time. Site elements will be adaptable to transitioning streetscapes with upgraded cycle lanes and parking layouts.

The project aims to bridge the current layout of the streetscape with proposed layout under the 'An Accessible City' document (Design yet to be finalised) Changes of street scape layouts will occur as a second stage to the current project.

## IDENTITY

North Col's identity will be enhanced through a cohesive street scape that unifies the local business and provides a platform for the local and wider community to utilise the area to its maximum potential. A simple palette of materials and plants echoed throughout the area in the form of seating, rubbish facilities, cycle stands and planters will be used to visually connect the area and increase the visual amenity of the streetscape.

## PEDESTRIAN SAFTY

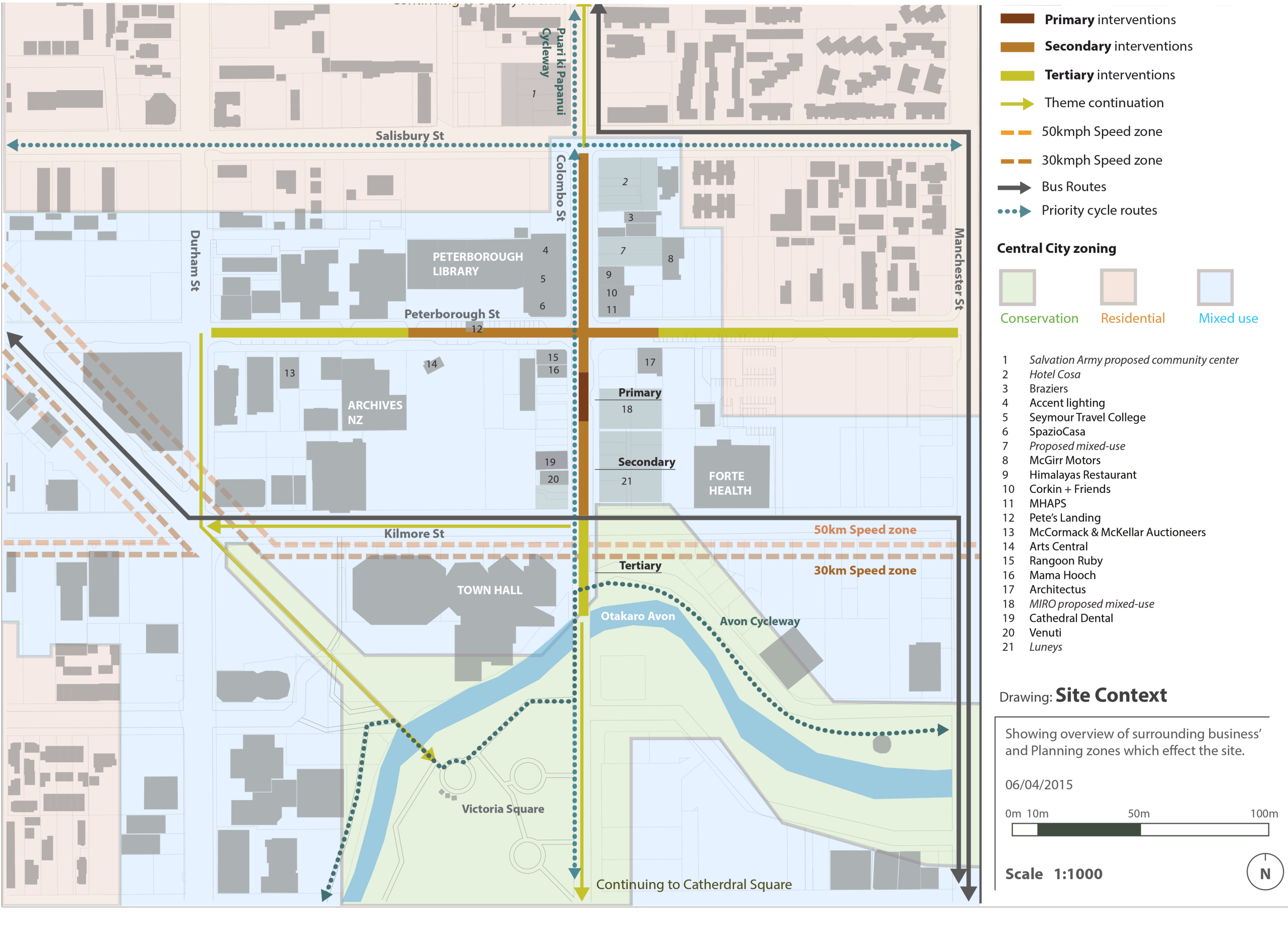
North Col Transitional Project aims to enhance pedestrian safety through traffic calming techniques and designated road crossings. These are often seen as narrowing carriageways, pinch points for crossings, change in road surfaces texture and colour. These methods give subtle cues to vehicles that speed should be reduced in the area.

## CYCLE FRIENDLY

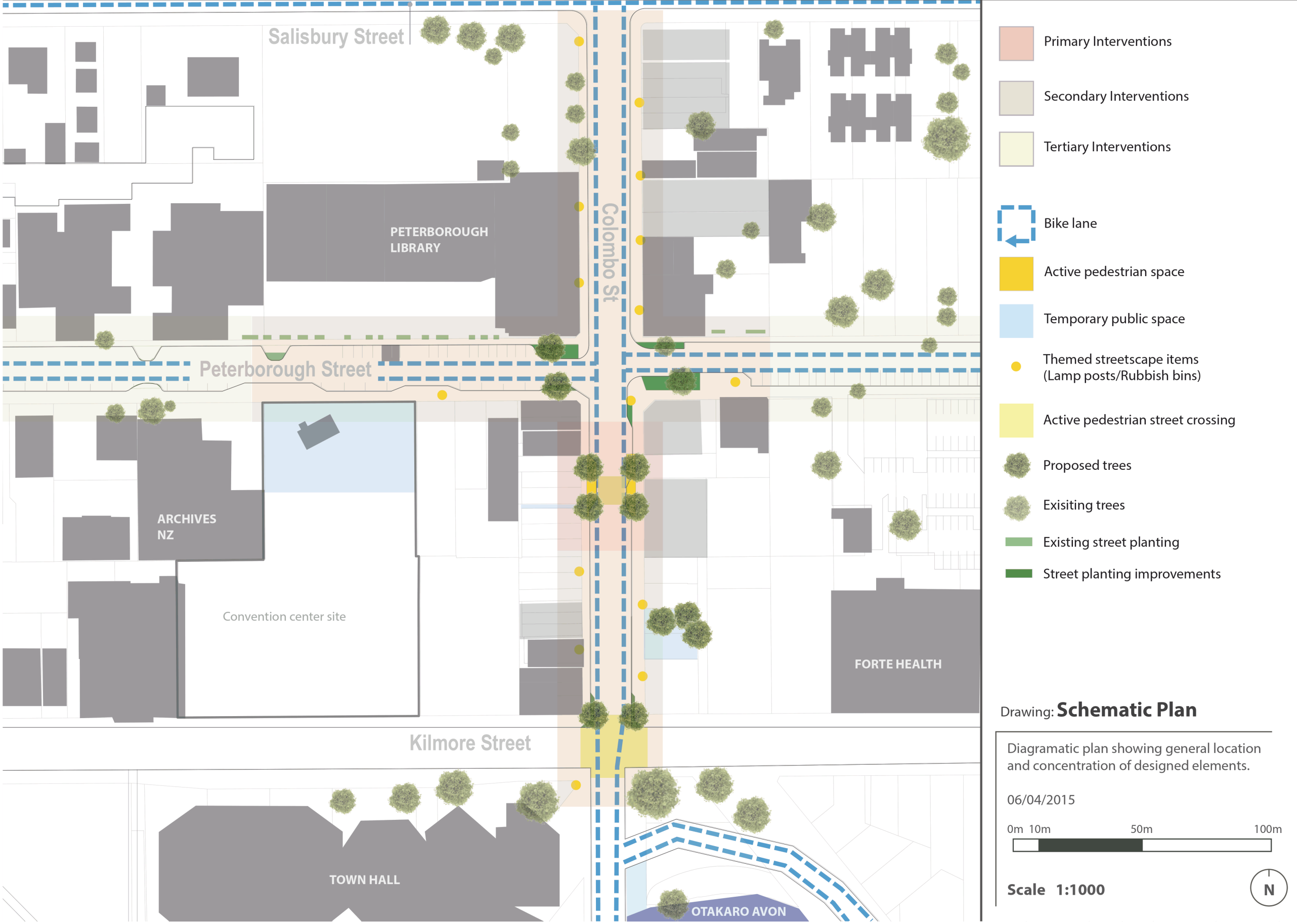
Promoting cycling is an obvious step to creating a greener and more liveable community. The north Col Transitional Project aims to create dedicated cycle lanes running North – South on Colombo street, connecting to the Salisbury Street and River. Frame priority cycle network and directly to the central city via Colombo street. The cycle lanes would be part of the transition into the proposed streetscape upgrades with parking located on the outside of cyclelanes as identified in the Christchurch Central Recovery Plan, An Accessible city document.

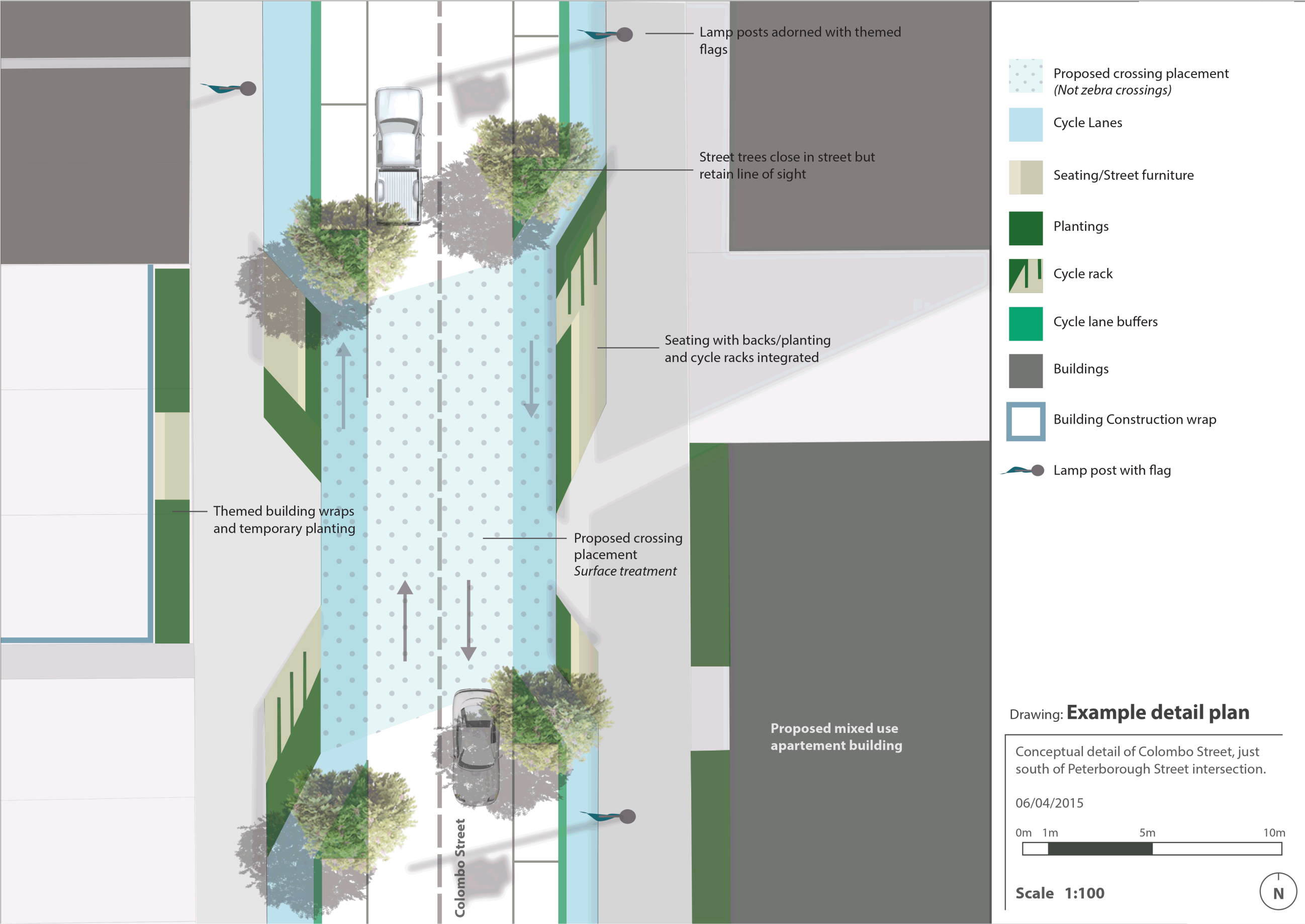
## CONNECTIVITY

The North Col Project aims to extend its connectivity through the use of cycle lanes, pedestrian Way finding elements and street Furniture that will link the areas visually. Connections to local transport stops should also be enhanced to encourage people to travel through the site when on route to alternate destinations.











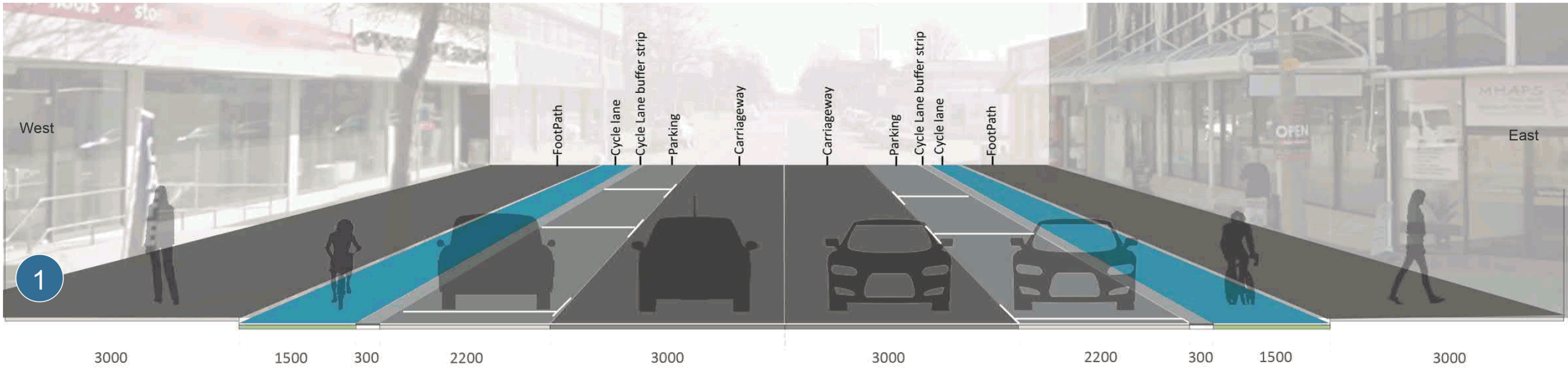


Background image looking north on Colombo street toward Peterborough intersection and beyond

NORTH COLOMBO TRANSITIONAL PROJECT - Image showcasing different site elements implemented into the proposed street scape (indicative only)

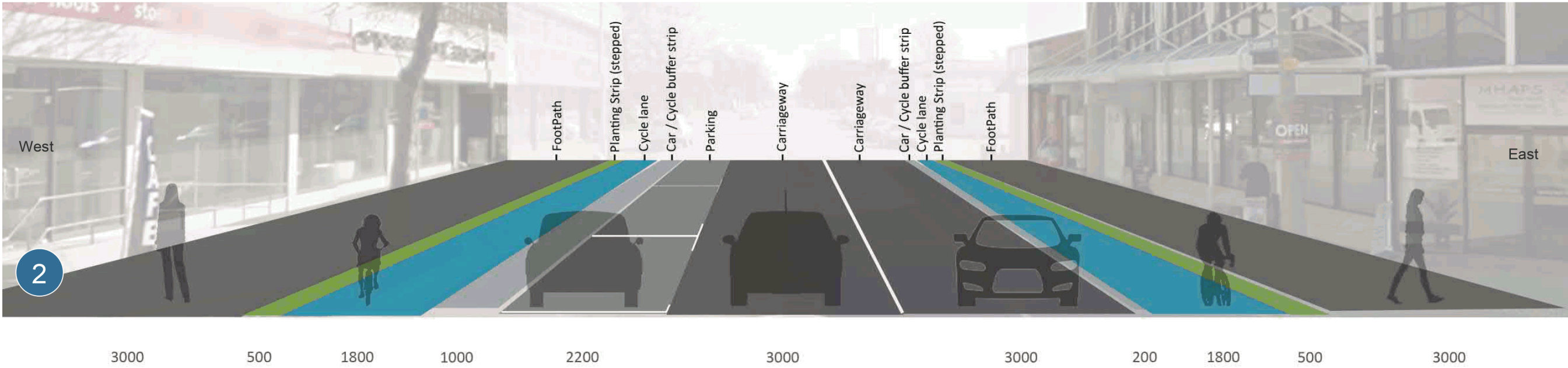
KEY	
1.	Primary intervention seat / planter / bike stand
2.	Themed building / site wrap (material dependant upon site)
3.	Modified planters from council stock
4.	Tertiary Intervention - Cycle lanes that physically and visually connect the area
5.	Crossing between active pedestrian spaces
6.	Proposed street planting improvements in existing 'kerb outs'
7.	Locally themed street flags to enhance community identity
8.	Parking outside of Cycle lane
9.	primary intervention seat / planter / bike stand





COLOMBO STREET - Looking North

**Diagram One** - 1.5m Minimum width cycle lanes with parking on both sides of road does not allow for sufficient buffer zone from car doors opening into cycle lane. This scenario does not provide safe passage for cyclists and should not be an option for a progressive cycle friendly city.

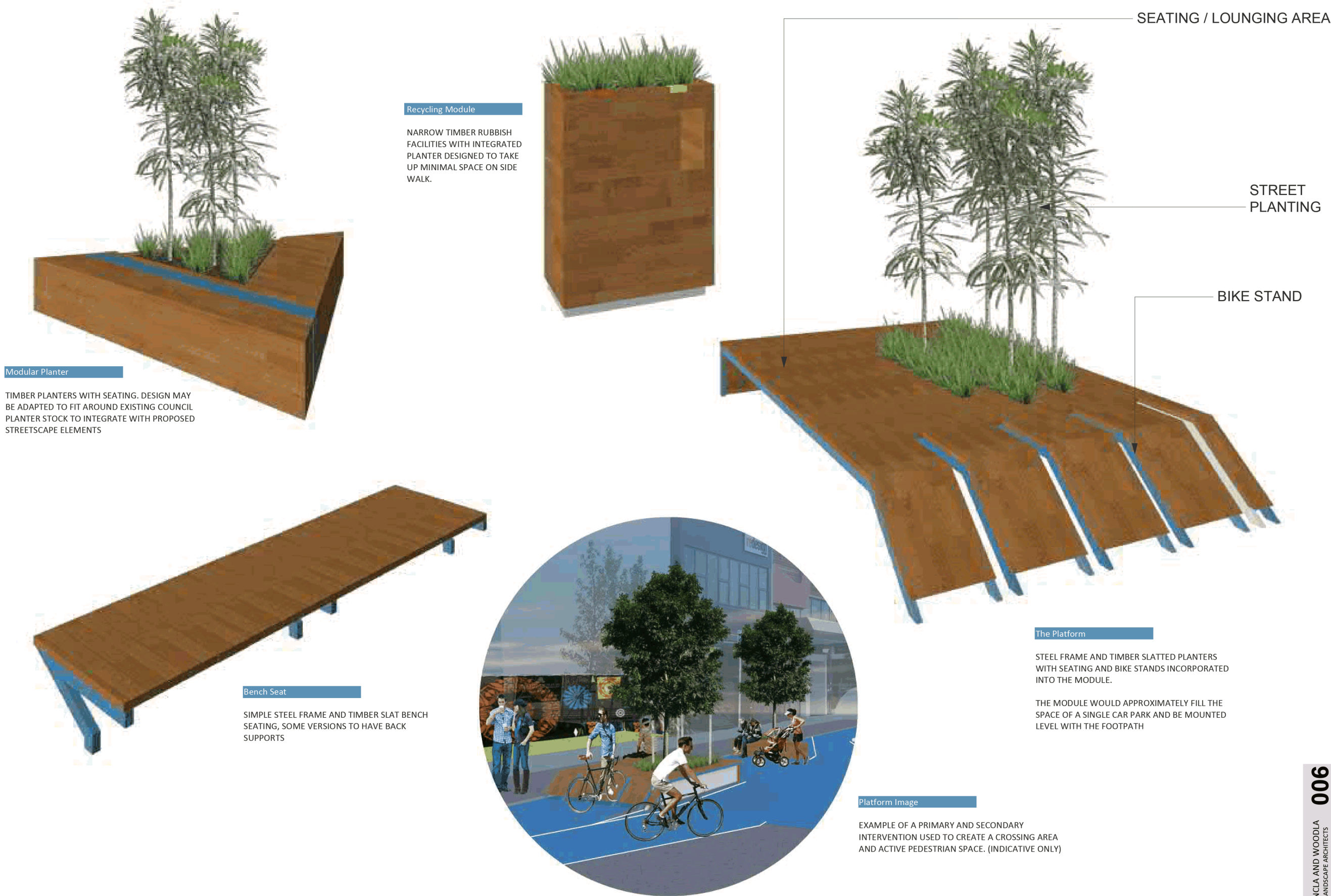


COLOMBO STREET - Looking North

**Diagram Two** - 1.8m wide cycle lanes, lineal street planting with parking on one side of the street. (one meter buffer between parked cars and cycle lane)

Colombo Street will operate a 'Key Cycle Lane' as identified in the Accessible City Document and connect directly into the Salisbury Street 'Priority Cycle Lane'. The above cross sections showcase a sample of options for an alternate street layout that integrates cycle lanes into Colombo Street. The ultimate aim is provide a safe pedestrian and cycle network that makes North Col an easily accessible destination as well providing a positive user experience whilst enhancing the overall amenity of the area with wider cycle lanes, increased street plantings and calmed traffic.

**NORTH COLOMBO TRANSITIONAL PROJECT** - Transport Mode Priority comparing streetscapes, Diagram 1 with parking on both sides and Diagram 2 with Parking on one side only



NORTH COLOMBO TRANSITIONAL PROJECT - Concept - Relocatable Street Elements (design to be refined in stage 2)





*Pseudopanax crassifolius*  
Lancewood/ Horoeka



*Sophora microphylla*  
South Island Kowhai



*Clematis forsteri*  
Yellow Clematis



*Parsonsia heterophylla*  
Kaiwhira, NZ Jasmine



*Muehlenbeckia astonii*  
Shrub Pohuehue



*Libertia ixioides*  
Mikoikoi, NZ Iris



*Astelia fragrans*  
Kakaha, Bush Flax



*Blechnum penna-marina*  
Kiokio, Little Hard Fern

\* All plants are derived from local ecosystems other than proposed exotic specimen trees (not shown on palette). Specimen tree species will be dependant on availability.

NORTH COLOMBO TRANSITIONAL PROJECT – Planting Palette showing examples of plant species to be used through out the streetscape





### Road Paint

Blue cycle lanes running through the site, the vibrant colour visually connects the area whilst clearly identifying a cycle lane for cycle safety.



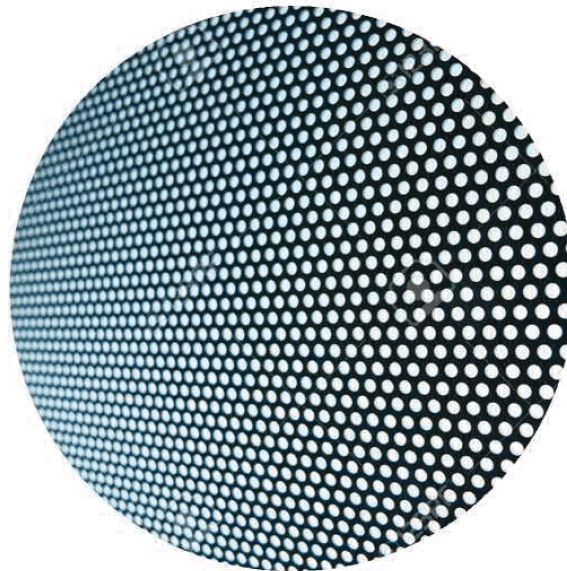
### Stencil on Road

Stencils provide an easy addition of colour and identity to a site. They can be used in many different ways and could form part of a bike lane or road crossing where solid colour is not desirable.



### Macro Rough Sawn

Rough Sawn Macrocarpa timber used for construction of site elements. The timber needs little maintenance and is robust in street environments whilst retaining a pleasant greyed colour.



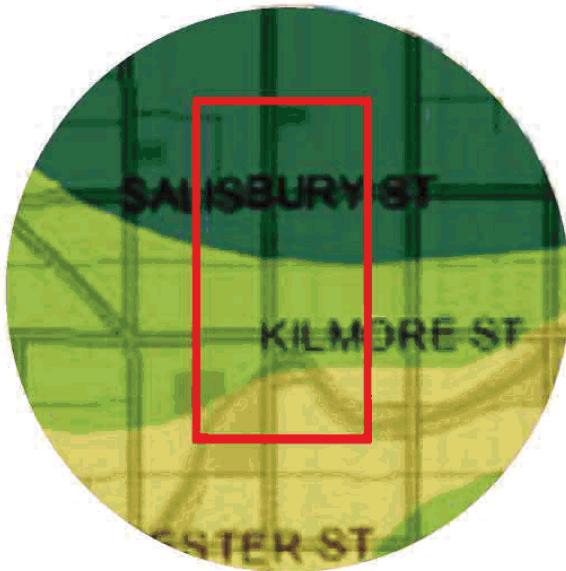
### Blue Steel Mesh

Proposed to be used in a cylindrical form around lamp posts to grow climbers and scrambling plants, visually enhancing the area and adding to the local identity.



### Building Wrap

Example of proposed building wrap to be used on sites during construction phase and potentially pre-construction to 'tidy' and unify the area visually. Wrap designs to be created by local artists and materials will be selected on a site by site basis.



### Otautahi Ecosystems

- Dry Plain Ecosystem
- Wet Plain Ecosystem

Plant selection based around species that would have naturally occurred within the Pererborough ecosystems used throughout the site. Some exotic tree species may be used in conjunction.



Sub ID	I/We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35542	support the plan	<p>I am very happy to see a new link proposed which connects the Papanui Parallel to the Avon River cycle facilities. I support the use of paint and planter boxes in the short term as a cost-effective measure to get the cycle route underway.</p> <p>I support the reduction in speed limit along the streets as proposed. However it appears that this plan considers the area of the cycleway without considering it in the context of the wider neighborhood, and this has resulted in some anomalies such as an increase in speed limit when turning into a minor side street. I would like to see the council start including the wider context when making these kinds of plans, and I want you to extend the 30kph zone to include these streets.</p> <p>I support the removal of car parking to enable the creation of the cycle route. I would like to see more car parks removed to facilitate a wider cycleway where there is no chance of being hit by car occupants opening their doors, and subsequently flung out into the traffic lane. We need to achieve an urgent reduction in CO2 emissions and to do this we need to achieve a significant shift in transport modes, from fossil-fueled to active and sustainable transport. We will need both a 'carrot' approach, i.e. creating safer active transport infrastructure such as cycle facilities, and a 'stick' with which to prise drivers from their cars. At present the level of free and cheap parking in the central city does nothing to dissuade citizens from bringing their cars into the central city; to enable mode shift we must make it unattractive to do so. I would therefore like to see more parking removed.</p> <p>I believe this plan does not allow sufficient width to the cycle facility to provide safety for cyclists and would like to see it made wider.</p>			Julie Downard	Central City
35546	do not support the plan	<p>I oppose the proposed street cross-section which provides for car parking adjacent to the footpath and cycle lanes localised between parked cars and moving traffic. I support the notion of separated cycle lanes as set out in the city council's streets and space guide where the cycle lane is localised between footpath and parked vehicles. This would be a safer option for cyclists and would encourage more people to take up cycling.</p>			Dr Sally Langley	Central City
35576	do not support the plan	<p>Colombo Street Cycle Route Connection</p> <p>For some years the post-quake community entity, Pita Kāik/Peterborough Village, sought to upgrade a length of North Colombo south of Bealey Avenue down to the Avon crossing to improve accessibility. Considerable community consultation was undertaken with various interests and the resultant plans were shared and discussed with Council staff. These plans for transitional works included improved cycle access, and an improved pedestrian environs.</p> <p>The proposal now provided by CCC we consider inadequate for the future of our village. Cycle lanes merely separated from traffic by a double painted line from Bealey Avenue to Kilmore Street is inadequate. With traffic to the right and parked cars to the left, cyclists are highly vulnerable, particularly to car doors' opening. This purported new type of cycleway is inadequate for this important lead in to the city centre. Nor does the painted line regime encourage or support slowed traffic.</p> <p>South of Kilmore street, the shared cycle and traffic lanes proposed are not appropriate. Providing parking on the Ōtākaro bridge and putting cycles in traffic lanes is not appropriate in this city core. The car domination proposed is disappointing.</p> <p>A re-design of the street is needed that provides more cycle friendly access along this key Colombo Street route. The priority given to parking requires serious reconsideration. Provision of unlimited parking on Colombo Street north of Salisbury Street, and along the streets at right angles is not necessary.</p> <p>Whilst a 30 kph regime south of Bealey Avenue is supported, the Council's proposed design does not as yet support that regime. As has been requested by the community over the post-quake decade, improved streetscapes are needed that are more appropriate for sustainable city recovery.</p>	Peterborough Village/Pita Kāik	Advisor	Di Lucas	

Colombo Street Cycle Route Connection - Not Heard Submissions

9 November 2020

269 submissions in total

Support – 141 (52%)  
Generally support, but with concerns – 81 (30%)  
Do not support – 47 (18%)

Those who do not wish to be heard (241)

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34523	support the plan	We should be encouraging people to cycle more and drive less to preserve the environment, prevent congestion and improve people's health and wellbeing. It would be great to have a cycle route from Papanui to the central city.			Holly Jamieson	Fendalton
34524	support the plan	Fantastic idea, roads are just getting more and more congested, making it safer for cyclists will encourage more to make the switch.			Elliott Drayton	Redwood
34525	support the plan				Tim Huber	Chasmere
34526	have some concerns	I do not support the painted markings. These are unnecessary and unsightly - just look at the painted dots on Dunedin's Main Street. They are quite ridiculous.			Bruce Radburnd	Halswell
34527	have some concerns	Would prefer to see a more protected cycle lane rather than just the painted lane. I'm sure the lower speed limit will help but these limits are often ignored in town. Have there been thoughts on how to calm/slow traffic down other than the speed limit?			Catherine Warren	Ilam
34528	do not support the plan	Why spend money on cycle lanes people don't even use, and taking parking spots away where it's hard to find parks as it is. not spending the money on roads that need to be fixed and a stadium that's nearly a decade overdue. The only thing that I agree with is maybe inside the four avenues been 30 K speed limit.			James Diamond	Woolston
34529	support the plan	I think having maybe some roadside reflector posts positioned every 10 metres or so to provide a little separation from motor vehicles and bikes- as cars often veer into the lane when undertaking etc. I support the removal of parking for street trees, and would recommend using native trees with low pollen given the increase in pollen levels and expected further increases with rising temperatures due to climate change.			Abby Mather	Spreydon
34530	do not support the plan	Go to hell this will make traffic worse			Matthew Bushell	Templeton
34532	support the plan				Adam Parker	South Brighton
34533	support the plan	Great for providing more key routes into the city. It would be great to see the traffic lights optimised for cyclists too (similarly to how they are optimised for buses along Manchester St).			Nick Jackson	Christchurch
34534	support the plan	I've started using the papanui parallel. My work place is moving into the public trust building in a week. Generally, when I cycle down Colombo it has been easy going, however, I have only cycled on a weekday morning when there's hardly any traffic.  I feel safer cycling on a dedicated bike lane, especially if traffic is to pick up at 7:30am-9am and 4pm - 6pm			Maisarah Rondel	Papanui
34535	support the plan				Jack van Beynen	Woolston

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34536	do not support the plan	If you Keep removing parks where do the people who have mobility issues park? Those of us what can't use alternative transport and rely on street parking yet again are at a disadvantage. Stop taking away parks for a very small minority of people who "might" bike more.			Amanda Jackson	Shirley
34537	support the plan				Rory Sweeney	Christchurch Central
34538	have some concerns	Movement of the 121 Salisbury bus stop to 139 Salisbury Street. I would disagree with movement of this bus stop, I have personally used this bus stop for over 4 years. The bus stop is easily accessible for workers and businesses around this area and is the closest one to Durham St/Kilmore St when travelling south. The relocation of the bus stop to 139 Salisbury St will add an additional bus stop closer to already existing bus stops already on Manchester St.			Jenna Hayes	Kaiapoi
34539	support the plan	I support this plan because I want to see more people out on bikes, for our environment, and for our health.			Peter Galbraith	Edgeware
34540	support the plan		DATAmetrics	Director	Rob Hawken	Central city
34541	have some concerns	Currently bike down Colombo street everyday, and cyclelanes will definitely make me feel a lot safer. One concern is having car parks on the inside of the cyclelanes, as cars will still have to cross over the cyclelanes to park or leave the car park. Would prefer to have the cyclelanes on the outside of the cyclelanes, such as the layout further down Colombo street by Edgeware shops - this would mean cars do not have to cross over the cyclelanes to park.			Ashleigh Hamilton	Mairehau
34542	support the plan				Graeme Woodward	Fendalton
34543	support the plan	I strongly support the cycle lane and traffic calming proposed. It makes sense to continue the colombo st cycle lane into the centre of the city.			Bradley Moorfield	Wigram
34544	support the plan				Ryan Douglas	St Albans
34545	have some concerns	That paint does little do encourage biking. Paint does little to improve safety. Paint does little make bikers feel safe. While I support any measure like this I would prefer more to be done, like on the morw southern section of the street, to improve cycling.			thomas Blakie	redwood
34546	do not support the plan	Do u not think we have enough cycle ways in Christchurch for the amount of people that use them. Also do the people on Colombo street deserve to park outside their homes. This city does not worry about any parks any where this is why I don't ever go into to the city			S B	St
34547	do not support the plan	The CCC have near on ruined the city centre with these absolutely ridiculous cycle lanes. Stop wasting money and destroying our city in one sweep. We have a chance to rebuild after the quakes and do it properly, I honestly couldn't see how the CCC could have messed it up any better. NO MORE CRAZY CYCLE LANES			John Smith	Edgeware
34548	have some concerns	This sounds great. I have been enjoying the Papanui Parallel and the ride down Colombo Street, but when it gets to Bealey Ave and on into the city I lose confidence about my place on the road as a cyclist. I'd prefer an option to be more separated from traffic like the barrier/buffer on Colombo Street.			Donna Robertson	St Albans
34549	do not support the plan	As a business owner, this is the worst decision. We are already struggling and taking away car parks will only make it worse. If you want a city devoid of shops and people, then go ahead.			Zoe Clearwater	Rangiora
34550	do not support the plan	These cycleways are a complete waste of time and money. As a cyclist I ride a bit - but cannot use the cycle lanes due to the fact the amount of broken glass, litter etc in them.			Steve Amstad	Templeton
34552	support the plan				Davinia Bruce	Mairehau
34553	support the plan	Great to connect the cycleways together like this. Please renew the road as you install cycle way so that motorists are not left with a deficient surface.			Matthew Vannoort	Bryndwr



Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34554	do not support the plan	Stop being stupid pricks and wasting taxpayer money on painting a green strip on the road that nobody uses. More 30km limits just means more traffic congestion and longer trip times. Not to mention more taxpayer money wasted on new 30kmh signs and road paintings. Pull your fingers out of your asses and fix the infrastructure still failing a decade on from the earthquakes.			Zack Fuller	Bishopdale
34555	do not support the plan	Waste of money			gilda Harpur	Christchurch
34556	do not support the plan	Too few car parks. Ruining the cbd. Making it inaccessible for elderly that can't walk great distances or bike. Whole families can't afford to bus then pay for swimming pool etc			Ann Kleiss	Parklands
34558	support the plan	great. makes for much safer commute and cycling for all Christchurch people			Johannes Welsch	Sydenham
34559	do not support the plan	This is stupid! Do the people that make these decisions go into the city and watch for a whole day and see hundreds of people biking around! Cause I work in the city and I don't see this! I'm sick of seeing my tax go on stupid decisions! How about thinking a lot of people live out side the city eg rolleston and we have to drive in! How about making parking cheaper for people so that more people come in and support local business! Cause all I see in the city now is tourist! I don't even go to the city apart from work anymore and even then I choose to work from home two-three days a weeks cause parking is expensive! How about listening to people's advise instead of making up these stupid fucking plans that actually cripple businesses! So fucked up! How about helping actually people instead of wasting their money! Cause I don't hear cyclists complaining! I wouldn't even bike with the amount of crazies on the road!			Phillipa Greig	Rolleston
34560	do not support the plan	I personally think this stupid LEGACY PROJECT needs to be stopped all together and honestly feel like the council members pushing for it should be fired immediately for wasting taxpayer money on a project that isn't even beneficial to anyone but tourists (because what sane person would want to travel to kaiapoi by bike)  This has no actual benefit to the residents of Christchurch if anything you are YET AGAIN taking more away from the people who pay for your terrible ideas			Danielle Johansen	Spreydon
34561	support the plan				Antoine Denis	St Albans
34562	support the plan				Nicola Eccleton	Christchurch
34563	have some concerns	I question why there will be no kerb or obstruction to provide extra saftey for cyclists in some areas. Me and my wife find the papanui and other cycleways around the city great and we find it makes a huge difference to the ride to have some form of delineation other than just green paint. Its seems crazy and disapointing to see a cycleway become less safe as it arrives in the city.			Abdallah Richards	Christchurch cbd
34564	support the plan				courtney van beek	Papanui
34566	do not support the plan	Why aren't shared footpaths used instead of unsafe road cycle lanes.			Robyn Lilley	Halswell
34567	support the plan	I have some concerns that paint will be enough to keep cyclists separate and safe from motorists and would prefer a raised barrier.			Mindy McPherson	St Albans
34568	support the plan				Lesley Carrles	Cracroft
34569	support the plan				Owen Hoddinott	Edgeware
34570	do not support the plan	Stop removing on street parking from the CBD. Changing this area to a cycle way will not encourage people to cycle into the CBD for work or social activities. What it will do is reduce the amount of business that retailers receive. Not having short term on street parking prevents consumers from stopping to make impulse purchases from cafes and other retailers. The lack of on street parking in the CBD is a deterrent to people such as myself, from visiting retailers and business in the central city. As a family, we no longer travel to the city for entertainment and shopping due to short term, on street parking.			Tina Bailey	Somerfield

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34571	support the plan				Beth Lenihan	South brighton
34572	support the plan	Cycle lanes need to Be wider			Armando Pardo	South brighton
34574	support the plan	The artists impression has the blue arrows overlapping from the car lane into the bike lane. Would cars think it's OK to drive in the bike lane. Also why are there blue squares? Haven't seen that before. Need consistent road markings. Usually you use arrows.			Maureen Thompson	christchurch central
34576	have some concerns	I agree that the area needs cycle lanes and I agree with the addition of new trees, which will help to beautify the area and provide shade. However, the cycleways need to be separated by a physical barrier and not just paint. These should be separated lanes like Antigua and Strickland or St Asaph and Tuam Streets. Painted lanes mean cyclists are more at risk from cars crossing in the path, cars blocking lanes or crossing into to avoid a turning car, or by a driver door opening. They create a further barrier to protect cyclists from traffic and make it more pleasant i.e. cyclists are not as close to big buses or trucks.			Daniel Parkinson	Spreydon
34577	support the plan				Grace Healy	Riccarton
34578	support the plan				Etienne Gil-Goldsbrough	Edgeware
34579	support the plan	I think it is a logical step forward.			Emma Thompson	St Albans
34580	have some concerns	<p>I support the provision of cycle lanes, and indication of street improvements; but fear that the proposal does not go far enough to offer the needed protection to cyclists and level of amenity deserved of this key axis.</p> <p>The city grid of Christchurch is very strong, its central focus is the square with Worcester St/Bvd dissecting it east-west and Colombo north-south. Colombo in particular connects Sydenham and Edgeware, two city fridge suburbs that are perfect for inner city living and vibrant streets. A tree-lined boulevard extending form the square out in all directions is necessary to afford this stretch its status. Similarly, the cycle infrastructure needs to be befitting of its link both to the surround suburbs but also that this is the last part of the northern bike highway (Papanui parallel). This is the funnel for such a large chunk of the city cycle catchment. To go down to a painted cycle way will send the signal that the Council doesn't care nor does it follow through. It sends the signal that people just don't quite matter as much as cars.</p> <p>I also feel a little silly but I am going point out how this proposal is inconsistent with your own Street and Spaces Design Guide</p> <p>- Page 7 shows Colombo with a tree lined street, symmetrical and frequent trees highlighting the four axis, 4 avenues and diagonal. This proposal does not achieve this.</p> <p>- Page 24&amp;25 note the grid and axis as "unique to central Christchurch, part of the city's DNA, they play a key role in shaping the 'ethos' of the city, its sense of place, its identity"</p> <p>- Page 89 indicates that this section will have a separated cycleway protected (located between footpath and parking / trees). This proposal does not achieve this.</p> <p>- Page 97 shows no vehicle priority however the scheme appears to be designed around the car first.</p> <p>- Page 101 shows street trees and again highlights this section as an 'Axis Street'. Pin Oak are specified which have a height of 20m and width of 12m. the proposed location of trees closer to buildings will limit their ability to mature and spread. Would be better with the original cross section to get trees closer to the middle of road.</p>			Andrew Barber	Linwood

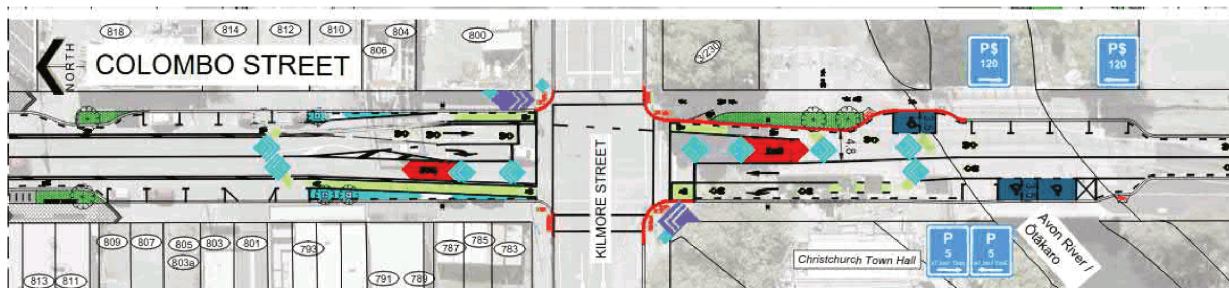
Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>- Page 107 shows this type of cycleway (plus buffer) needed 2.6m. This proposal does not achieve this.</p> <p>- Page 121 shows the indicative cross section. This proposal does not achieve this.</p> <p>I strongly encourage revisiting the 'share an idea' and visions for various documents about a greener, more vibrant and people focused city. Doing so will show that the proposal just isn't good enough.</p> <p>I would sooner see all the car parking removed, car through traffic block at each intersection and priority given to cyclists, pedestrians and big trees. Trees in the ground with space to grow; trees in pots don't count.</p> <p>Do this once and do it right.</p>				
34584	support the plan				Cécile Bourguignon	Woolston
34585	support the plan				Jacob Uden	Shirley
34588	support the plan	Just cycled this way the other way and really missed the cycle ways, it's a no brainer to connect them up and I think plenty of cyclists would use it			Nicola Hely	Riccarton
34589	support the plan				Kieran Straw	Parklands
34590	do not support the plan	Im a delivery driver in town and find it hard enough to find a park at the moment. Adding more cycle lane at a cost of parking is absolutely ridiculous			Philip Harvey	Kaiapoi
34591	do not support the plan	This is the biggest waste of public funding. I know dozens of people who no longer go into town due to the lack of parking and increased cycle lanes. I also know of a business that has gone under which he has directly linked to your stupid decisions made by uneducated nobodies. This is the South Island of New Zealand. It rains. It snows. These lanes will only get used 2 months a year. The 30km is also a waste of time. Pedestrians shouldn't be on the road.			Herh Mccook	Casebrook
34592	support the plan				Huia Lambie	Saint Albans
34594	do not support the plan	We don't need any more cycle lanes! We need parking if you want to attact more people into the city. It's getting to hard to venture into inner city.			Maria Dashwood	West Melton
34596	support the plan				Russell Deeming	Sydenham
34597	support the plan				Dale Deavoll	Christchurch central
34598	have some concerns	Many cyclists exceed 30kmph, which enables them to sit in car blind spots or undertake in the approach to junctions . Keep the car limit at 50 to keep the left (cycle) lane for slower transport.			Alan Warne	Parklands
34599	support the plan	I often have the need to use the Papanui Parallel normally connecting to it from either the Quarryman Trail or Little River Link and this stretch is frequently a bit nerve wracking what with being regularly squeezed into the dooring zone by passing traffic.			Steve Arker	Cracroft
34600	support the plan		Wednesday wheelers	Cyclist	Jacinta Hannon	Merivale
34601	do not support the plan	Please stop being silly. Take a walk around the CBD and see how many people there are and how many cyclists. People don't go there. The CBD has been ruined and you want to do more of the same. Please learn from your mistakes, although it is probably too late.			Brian Hill	Heathcote



Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34602	have some concerns	This is a good idea, poorly done. Painted lanes are completely inadequate and remain too dangerous to enable safe use by all			Wayne Phillips	strowan
34604	support the plan	I think it's great we're making it safe for people to ride bikes here. Would like to see the lanes wider than 1.5m. Would support removing car parking to make this possible. Would also like to see bus priority. Route 28 uses this stretch of Colombo St, it would be good to somehow reduce delays for bus users (either queue jumps at intersections, or restrictions for traffic).			Chris Morahan	Hoon Hay
34605	support the plan				steven muir	Central city
34606	support the plan	Safety for cyclists and fewer cars on the road is a win for all.			Joy McLeod	Diamond Harbour
34609	have some concerns	<p>Narrow cycle lane next to minimum width car park can lead to doors being opened onto cyclists.</p> <p>No physical changes to Bealey intersection, signals to allow cyclists a head start with right red arrow protection should be included.</p> <p>Cycle lane is very narrow near bus stop outside Accent Lighting, 833 Colombo Street. This is also at the point that cars diverge into multiple lanes. It is likely that two queues will form and encroach into the cycle lane, giving cyclists no space between a stopped bus and the traffic. Also, cars traveling straight may swerve to the left around a queue of right turning traffic, and side swipe a cyclist in the lane.</p> <p>For some good feedback, appreciate the cycle lanes continuing on the outside of bus stops rather than running directly into the back of them.</p> <p>Appreciate the buffered style cycle lane; a full kerbed separation is preferable but there appears to be little room.</p> <p>Appreciate the kerb build outs on side roads to slow turning vehicles and reinforce the priority</p>			Alex Dean	Edgeware
34610	have some concerns	Any separated cycle lane that is directly adjacent to parked cars has to provide a meter of space between the parked cars and the cycle lane, otherwise the cyclists will get trapped / injured / killed by car doors opening into & across the lane. The "artist's impression" above shows this danger well, where one cyclist is incorrectly cycling directly in the danger zone but is pinned in that dangerous position by moving traffic and the poor placement of the "cycle lane".			Dana Dopleach	Lyttelton
34611	have some concerns	I wish to refer to the bus stop at corner of Salisbury/Manchester Streets. The proposed bus stop is on the left lane whereas buses travelling down Salisbury always turn from the right lane into Manchester Street. There is no requirement for a bus stop as proposed.			Graeme Pierson	City
34612	support the plan	I generally support the plan, it's a step in the right direction. However the painted buffer doesn't appear wide enough, and it's a shame there is still so much car parking left in, with the bike lane in the door zones of the parked cars. I would prefer the parking was removed completely to reduce the amount of traffic it generates, or switched to the right hand side of the plantings with the bike lane on the left. Let a few doors get harmlessly smashed by some cars instead of people.			Olly Powell	Beckenham
34613	have some concerns	<p>Hello,</p> <p>I am the Manager of Maryville Courts.</p> <p>We have a major entrance/ exit for the village on Colombo St next to the Rose historic chapel.</p> <p>Of concern the proposed map indicated that there will be parking outside our village gate.</p>	Maryville Courts Retirement Village	Manager	Suzanne Reynen	Central City

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>We have recently had yellow lines painted by the Council to facilitate the safe entry &amp; exit of our residents.</p> <p>It is imperative we do not lose these.</p> <p>The installation of a tree near the kerb of the village entrance would also in time prove an obstacle for the safe exit of residents turning right into Colombo St. Could this please be reconsidered?</p> <p>Thank you,</p> <p>Suzanne Reynen</p> <p>Manager, Maryville Courts Retirement Village</p>				
34615	support the plan	<p>Buffered cycle lanes aren't exactly new. They're common in North America and Palmerston North, and Chch already has them on Antigua Street. The plans say "Interim" but the text doesn't seem to mention this? The green backed cycle symbols should be offset to the right side of the cycle lanes to encourage riders away from the door zone, but this is hard to achieve given that standard cycle symbols are 1.3m wide and the cycle lane (on one side) is 1.5m. Buffers just meet the absolute minimum for a hatching (0.4m). Overall, the design will work - just.</p>			John Lieswyn	Spreydon
34616	have some concerns	<p>I have some concerns that cars from the lights at Kilmore st heading south will try and speed to beat a person on a bicycle to the start of the shared lanes on Colombo street. As they already do that with the existing layout. Would it be better to have the share lane start at the lights placing a green box in front of where cars stop to allow people on bicycles to be in front at the start? or give people on bicycles a green light before the cars? This might allow for a car park to be added infront of 812 colombo (see attached kilmore-colombo.png)</p> <p>Maybe remove the car parks in front address 819 and 828a on Colombo st to allow cars going along Peterborough street better vision of oncoming cars so they don't have to pull into the cycle lane.</p> <p>Outside address 919 and 913 on Colombo street have a physical barrier between the cycle lane and the car lane to stop cars from driving into the cycle lane and also stopping when the light is red when they want to turn left(many cars currently do this) which makes it dangerous for people on bicycles.</p> <p>Would it not be dangerous changing the speed limit from 30kmh to 40kmh right before Bealey Ave, as that would make cars want to raise their speed right before traffic lights, which could cause issues with orange/redlights braking intime.</p>			Dave Gardner	redwood

Submitter #34616



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Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34620	support the plan				Mikaere Greenslade	St albans
34621	do not support the plan				Ben Blackmore	Riccarton
34623	support the plan	Please refer to the attached document.	Dalman Architects Ltd	Managing Director	Richard Dalman	Christchurch Central

Submitter #34623

# DALMAN' ARCHITECTS OF SPACE

29 September 2020

## Colombo Street Cycle Route Connection

Dalman Architects' office is located at 825 Colombo Street.

We support the proposed changes to the corner of Colombo and Peterborough Streets as indicated on drawing SK002 Issue 1 29-07-2020.

We especially like the proposed paved footpaths with patterning and colour to the roads.

Please note that the building edge is not exactly as indicated on the drawing. We would appreciate the contractors paying particular attention to our concrete planters and granite tiles so they are not damaged during construction.

Reconsideration of the type of low level plants to the corner would be appreciated – drought sensitive natives would be appropriate.

We also like how you have kept the car parks to Colombo Street in front of 825-833 which are essential to local businesses.

**Richard Dalman**  
**Managing Director**  
**Dalman Architects Ltd**

## Architects & Interior Designers

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Christchurch 8140, New Zealand  
dalman.co.nz

+64 3 366 5445  
design@dalman.co.nz

CHC | AKL

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34625	support the plan				Sam South	St Albans
34626	have some concerns	Why can you not put the bicycles inside the car parking, I fail to see why cars and bikes have to be side by side, for cars to park they have to cross the cycle lane!			Laura Kenny	Christchurch Central City
34627	support the plan	I appreciate this plan to make the roads safer for cyclists to use.			Hao Ning Tan	St Albans
34628	support the plan				Nicholas Martin	Lincoln
34629	support the plan	Painting the demarcation areas between driving and cycle lanes is a good idea. Happy this is going ahead and completes the link to the CBD.			Simon Briggs	Redwood
34630	support the plan				Jono Kitt	Waltham
34631	do not support the plan	<p>Taking away more car parks is just going to stop more people going into town, why are cycles so much more important to the council than people going into town in cars? So hard for the businesses &amp; restaurants in town, I feel sorry for them. I just find it all bizarre. We aren't Norway &amp; never will be, we won't all suddenly hop on a bike or scooter. The council are also making life for the disabled &amp; elderly much harder by taking these parks away, obviously no thought for them</p> <p>In St Albans there are cycle lanes in front of a disabled ladies house &amp; there is no where for the disabled taxi to park. Someone in the council is pushing these cycle lanes but it's not what Ch Ch rate payers want their \$\$ spent on, especially when there are still loads of roads to be fixed from earthquakes. Council has really lost touch with want people in Ch Ch want &amp; need.</p> <p>The trees will be nice, that's the only positive thing with this plan ????</p>			Tracey Fowlds	Papanui
34632	support the plan	Anything that promotes, health, safety and wellbeing , plus making the roads a fun safe place to be. As a Cyclist and Cycle Store owner, this is a step in the right direction. My Store is off Colombo street near the Colombo and so many Cyclists travel down these streets and to connect up with Kaiapoi and Rangiora would be amazing!	Cycle Trading Company	Director	RICK LAMB	Christchurch
34634	do not support the plan	The placement of cycle lanes has got out of hand. No more should be put in to this minority road use and the money put into road repairs and resurfacing. Parking is already over priced to the point that we avoid the CBD unless we have no other choice. Removing even more road parking will negatively impact on businesses already under stress. If your aim is to turn central Christchurch into a ghost town this idea is another great stride forward. How about making Litchfield car park free for the first 4 hours with the money.			Andrew Flitton	Charteris Bay
34636	support the plan	<p>I work at █████ Colombo St. Next door is a block of apartments that have only 3 or 4 car spaces for more than 20 apartments.</p> <p>I find that more and more they are using my carpark in front of the building. I suspect there will be a lot of over stayers if all carparks are 120min max. However I support the plan. The more good cycle ways the better.</p>	█████ Colombo St	Doctor	Anne Davis	Christchurch Central
34638	support the plan	<p>Waka Kotahi agrees the proposals align with the requirements of the Land Transport Rule: Setting of Speeds Limits (2017) and the intent of the Speed Management Guide. Note, as for the Peterborough Street 50/30 change points shown, the proposed 40/30 change point on Colombo Street will also need to meet the requirements of clause 3.3(3) of the Rule (ie located at a clear change of environment).</p> <p>Waka Kotahi notes the intention of using 'road patterns' as part of the proposals. The Land Transport Rule: Traffic Control Devices allows for the use of 'roadway art' for streets where all travel speeds are 30km/h or less. Otherwise the use of road marking outside traffic control devices detailed in Schedule 2 of the TCD Rule are non-complying. Waka Kotahi notes</p>	New Zealand Transport Agency	Manager Network Safety	Glenn Bunting	



Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		that mean speeds on Colombo Street are 35km/h, so to achieve all speeds 30km/h or below to ensure the road patterns comply with the Rule may require more than 12 trees, cycle lane markers and the road patterns.				
34639	support the plan				Harry Cox	Edgeware
34640	have some concerns	<p>As a small business owner at 793 Colombo St I have concerns about the reduction of carparking in Colombo St and would like to see the cycle way adjusted to allow more of the existing carparks to remain for our patients to use as there is no carparking building on this side of the city centre. We have a lot of patients from out of town and elderly patients who have to drive.</p> <p>The parking in Kilmore St between Manchester and Colombo is not metered on the north side where 18 cars park all day and on the south side 5 cars. If this was metered, it would allow for more people to come and go.</p> <p>There is also all day angled parking outside of the Forte parking on Peterborough St. If this was also metered it would make a huge difference to the available parks in the area.</p> <p>Please consider this submission. We are trying to keep business in the city.</p>			Sarah Gray	Christchurch
34648	support the plan	I am a daily commuter on this section of colombo street and would benefit greatly from there being a designated cycle way. I often feel unsafe on my bike without the protection of a cycle way so this would be great!			Poppy Wallace-Bell	St Albans
34659	support the plan	Colombo Street and many of the other streets south of Bealey have been a stressful place to cycle, especially when transitioning from the separated cycleway north of Bealey to the unprotected live lane when heading into the city. Commuters should not have to fear for their lives whilst trying to get to work, and cycleways are key to improving the safety and accessibility of cycling in the city. I would be even more supportive of a separated cycleway such as the existing one to the north, however I understand there would likely be greater backlash from the community for this due to "parking issues" etc.			Liam Allan	Edgeware
34666	have some concerns	<p>Why is a painted buffer strip being used rather than a cycle lane separated by a kerb like on Colombo north of Bealey Ave? This works well for parking (cars not getting in the way of cyclists), encourages cycling (we would rather less cars on the road anyway) and narrows the street which will assist in the reduction of the speed limit.</p> <p>A major barrier to why people choose not to cycle to work is because they don't feel safe (only around 10% of commuters in CHCH cycle?!) but cycling should be encouraged to reduce the individual's costs, council costs (parking and road wearing) and emissions (major issue if we're aiming to be carbon neutral) therefore the safety of the cyclist should be made a priority rather than ease of parking for cars.</p> <p>Colombo St is my preferred route into the city from Mairehau, as it is safe and easy from Edgeware Road to Bealey Ave, but becomes an issue south of Bealey Ave when having to merge and compete with cars. A continuation of the arrangement north of Bealey is my preferred option.</p>			Kate Parkinson	CHRISTCHURCH
34668	have some concerns	I run a medical specialist practice at 867 Colombo Street. It has off site parking with cars entering and exiting onto Colombo Street regularly throughout the day, which includes the early and late commute times of day. I have two concerns, firstly about about cycle safety due to poor visibility if a tree is placed between 863 and 867. This would obscure cyclists using the northwards cycle lane from cars using our premises. My other concern is that this tree would take away a 5 minute park that is frequently used by delivery vans and trucks for our premises and the motel next door. There is no adequate off site parking on our premises for delivery vans or trucks as they are too large. If this 5 minute park is removed I can only assume that these vehicles will start to double park on the road blocking traffic and creating a regular hazard.			Chris Porter	Christchurch Central

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		Thank you for your consideration, Chris Porter				
34684	support the plan				Tracy Abbot	Merivale
34685	support the plan	Love the plan, your making Chch the best cycling city in NZ!			Ingrid Le Fevre	Somerfield
34692	support the plan				Rebekah Reynolds	Spreydon, Christchurch
34695	do not support the plan	<p>Removing the on street parking that is used daily would have an adverse effect on the area. Those shops in the area would no longer have access to passing traffic.</p> <p>As it's been demonstrated throughout the city, lowering the speed limit has had no effect on the traffic. The majority of vehicles ignore this speed limit.</p> <p>Installing bike lanes along this section would deter vehicles from travelling into the city as it gives the impression that it's too difficult to use the roads. The up take of cyclists are minimal to justify spending vast amounts of money on a few.</p> <p>Painting large diamonds in the road will be seen as another waste of rate payers money. It would be nice for this council to lead instead of following other councils. As Dunedin has painted circles in the road, this council has to follow suit. Any council staff member could and should spend some time on that stretch of road and observe, how traffic use the road, where they park and actually count the number of cyclists who use that road. This should by itself cancel any plans to disrupt the road, and save the rate payers the cost of this.</p>			matthew irving	Spencerville
34698	have some concerns	<p>Cars in general do not stick to the 30 km/h limits in town so doubt that the paint will help. Perhaps in time (and with enforcement) this might change?</p> <p>Painted cyclways and shared streets both result in cars being too close to bikes for cyclist comfort, although car drivers feel that they're sticking to "their lane" so "cyclists should be fine"...and as the experiments with flexible posts on corners have shown, car drivers persist in treating painted cycle lanes as advisory only, especially if texting, talking, eating or generally in a hurry.</p> <p>Using painted cycle lanes and shared streets feels like a cheap way to be seen "to be doing something" for cyclists without actually improving the situation for cyclists.</p> <p>Perhaps if the planters could be used to mark the separation car drivers would be concerned about panel damage where they may not be concerned about the risks to flesh-and-bones? This appears to be the other lesson to be learnt from placing flexible posts as boundaries on other cycle ways - the perceived risk to one's car from hitting a stationary object appears to be greater to a driver than the risk from hitting a person.</p>			Tom Young	Fendalton
34699	support the plan	I love the fact that you are only painting the cycle-lanes in, this is much less intrusive and I feel very safe on these. I just wanted to voice my support for these works, as part of the silent majority.			Alexander Plunket	Linwood
34700	support the plan				Patrick Gernon	Mairehau
34702	have some concerns	<p>The plan doesn't seem to cater for motorcycles as well as it could.</p> <p>On street parking for motorbikes increases capacity for people to stop and also safety of cyclists - Motorcyclists rarely pull out on to roads across cycleways without looking, and motorbike riders don't have the same blind spots as car drivers.</p> <p>In addition I don't think he plan doesn't go far enough in to making people outside of cars as important as people inside</p>			mark penrice	heathcote valley

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		cars...but its a start. A good example of this is that I would still avoid taking my 3 year old to this area if I could, because the legal right to drive a car in the street trumps the right of a child to walk safely.				
34703	support the plan				Jawad Arefi	Northwood
34705	do not support the plan	I don't support the plan as two tertiary institutions are located down Colombo st and students as well as staff use the parking on the street! As it is there is little parking and not every student can always afford to pay for parking. A lot of students live out in the country like me, so cycling and walking and buses are not an option.			Danielle Le Brun	Doyleston
34706	support the plan				Allan Burns	Phillipstown
34708	support the plan	Anything that improves the cycle ways and the safety of travelling by bike is a big bonus for the city. We fully support this plan.			Steph Mangan	Central city
34709	have some concerns	Travelling North down Colombo and crossing Bealey by bicycle has a mixture of sharrows showing bikes can take the lane, and a cycle lane implying they cannot. I'm also concerned on the lack of an exclusive left turn for cars, with sharrows or a bike lane straight to the intersection without cars causing a left turn conflict. Having cyclists to the left of left turning traffic would not be as safe as having cyclists ahead, or to the right of left turning traffic.			Luke Parkinson	Riccarton
34711	support the plan	This is a great plan! Improve air quality, safety and faster access to the city. Not to mention the co2 savings.			David Grogan	Huntsbury
34712	support the plan	This is a really pragmatic (and looks very cost effective) way to promote safe cycling on a key access route to the city. The landscaping looks like it will be great. I would be stoked to see this happen!	Christchurch City Council	Resource consent planner	Ewan Wymer	Christchurch
34714	support the plan	I agree that by slowing down motor vehicles and reducing the space that they consume, Christchurch will become a much more pleasant place to live.			Ross Mackintosh	Christchurch
34715	support the plan	I am a cyclist that often gets scares from cars coming way too close. Cycle lanes really help with this and I support this plan for safer cycling.			Shannon Gilmore	Hallswell
34716	do not support the plan	<p>I don't support the cycle way - I think that our rates are already so high and that the money Could be spent much better .</p> <p>I am one of the trustees which owns █████ Colombo St.</p> <p>Thank you for sending the consultation documents of proposed changes to this area.</p> <p>I have concerns regarding, what appears to be a tree to be planted- close to our driveway - and where the road and cycleway start to converge.</p> <p>Our driveway doesn't seem to be shown on the diagram and if a tree is planted there, we are concerned that , it may make turning into our driveway difficult, but more importantly it may obstruct vision - for roadusers and us, when we are leaving the driveway.</p> <p>It would likely block cyclists and motorists view of cars leaving the driveway, and for us - we may not be able to see them.</p> <p>I am very concerned and want to make sure that you are aware of the driveway access.</p> <p>If the tree planting does go ahead, please make sure it is documented that I raised this concern and highlighted the potential danger.</p> <p>If there was a serious injury / crash in the future because of this, we would want the council to be acknowledge that they</p>			John Frye	Central City

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>had thought through this potential risk and found it acceptable, so that if anyone was injured that they could be informed that the council had accepted the risk on their behalf.</p> <p>Would you please email me - to acknowledge the receipt of this email - and to let me know if you were aware of the driveway, and what risk management has been investigated re this, to this point.</p> <p>Kind regards John Frye</p>				
34719	support the plan	Just what's needed to make cycling safer. Important addition also for those of us wanting to link through between Papanui and University cycleways to make a circular route for exercise cycling.			Philippa Lane	Russley
34720	do not support the plan	Once again you are making the road too narrow. There only needs to be a cycle lane on ONE side of the road, not like from Colombo st to Edgeware rd, which is a disaster. You are driving people away from the city centre and with this plan I will NOT be visiting. There are far more important things that need to be done without spending money on this project even though the government has given the money.			David Wagstaff	Northwood
34721	do not support the plan	I'd like to know when the bike lane is prioritized for the EAST -- where's the New Brighton to Town cyclelane??			Natalie Perzylo	Dallington
34722	have some concerns	It would be great to add cycleways, but this is a busy street - it would be better to have the cycle ways separate and protected (like on Hoonhay/Sparks rd) rather than painted lines			Jess Richardson	Halswell
34724	do not support the plan	Another good reason to stay out of the City. I visited the City many, many months ago to go to the Library, which is magnificent. However I found the whole trip a nightmare. No parking, slow roads. Have never been back, and have no intentions of doing so. Do not take any visitors to the City, rather go to Rangiora, Ashburton, Amberley. Council should spend their money getting the chlorine out of the water.			Janine Lynn	Christchurch
34725	support the plan	Making it safer for cyclists, and making it clearer for drivers to understand what is expected of them when they are around cyclists, I believe is a win win for everyone.			Sarah Elicker	Linwood
34734	do not support the plan	I don't think you should mix cycle routes with bus routes. I think we should encourage cycles to go down traditionally low volume streets and roads. Rather than try to push cars away from traditional main roads/ routes by mixing bikes, buses and cars.			Bridget Upton-Gill	St Albans
34740	do not support the plan	<p>The planter box outside 868 Colombo Street (St Mary's) is right by the garage exit for 70 apartments, this tree may obstruct the view of approaching cyclists and cause an accident.</p> <p>How many cyclists from Kaiapoi travel down Colombo Street each day.</p> <p>Where will you put the off street car parks for 32 missing on street carparks.</p> <p>Will this off street parking be free?</p> <p>What provision is being made for cycle parking in the city, in Amsterdam there must be thousands of cycles strewn around the city</p>			Neil Clephane	St Albans
34747	support the plan				Bevan Pratt	Christchurch
34748	have some concerns	Although this proposal is an improvement of the current cycle infrastructure along this section of Colombo Street, it is insufficient. This section of road is a major connection from the Papanui Parallel cycleway into town and should be constructed to the same standard as the Papanui Parallel. This means there should be physically separated, protected			Arthur McGregor	Russley



Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>cycleways. The proposal to use "paint" to protect the cycleway is insufficient. This does nothing to prevent people in parked cars opening their doors in front of cyclists. I fully support the reduced speed limit, but this is not going to prevent the parked car issue.</p> <p>This consultation document states "We're trialling a new type of cycleway on Colombo Street and lowering the speed to 30km/h." However, there is no explanation about what it means to be a "trial". Is this for a fixed period of time? How will the trial be judged a success (or not)? What happens if it is a success? What happens if it is not? What alternatives were considered? Is this actually a trial, or will it be implemented and never reviewed? I do not believe you can trial something without stating how long the trial runs for and how it will be reviewed. Please provide additional information about the trial, or do not call it a trial!</p>				
34751	support the plan	<p>I'm very supportive of this plan, studies show that investing in cycle ways allows residents a better selection of transport choice. Active transport positively benefits people's health. Slower roads mean less accidents and quieter streets. Separated cycleways mean more people feel safer to choose to ride as opposed to drive.</p>			William Stewart	Sockburn
34752	have some concerns	<p>There are three Specialist doctors working out of 867 Colombo Street. We do have parking at the rear and disabled parking x 1 on site at front of building. Some elderly patients do not like to negotiate our narrow driveway and do try and park on the road. The loss of some parks here could mean they have to walk a lot further. We would like to see a two hour park limit immediately outside our building on both sides of the road to assist this. Two of the Specialists are Plastic Surgeons, and perform minor surgeries in the rooms, requiring patients to have reasonably close access to parking. The plan shows the loss of the 5 min park between 867 and 863 Colombo Street (Motel Colombo in the City), this park is used every day by our Courier drivers, BOC Gases delivery truck, other large delivery trucks and as necessary by ambulances (twice in the last month or so). Visibility for people driving out of our drive onto Colombo Street is already limited, putting a planter box and tree there would make this much more dangerous. We feel a 40 km/h speed restriction would be more consistent with the speed limit between Bealey Ave and Edgeware.</p> <p>Thank you, Dr Sally Langley, Mr Christopher Porter, 2/3/4 867 Colombo Street, Christchurch.</p>	Dr Sally Langley and Mr Christopher Porter	Secretary/PA	Marg Ackroyd	Christchurch Central
34753	do not support the plan	<p>Parking, aesthetics, narrower roads are DANGEROUS. There is enough stress in this city already!!</p>			Tracey Thompson	Christchurch
34754	support the plan	<p>Please implement this as soon as possible. It will further increase the number of people who cycle into town from St Albans and beyond and improve safety.</p>			Alec Bruce	St Albans
34757	support the plan	<p>Big fan of cycle ways and reduced speed limits. Ka pai!</p> <p>Just concerned that if the planters are "easily movable" how members of the public or business owners that don't support cycle ways will take advantage of that.</p>			Naomi van den Broek	Waltham
34768	do not support the plan	<p>We are a motel at 863 Colombo Street and object to the tree being planted in the 5 minute parking space as that is where couriers and ambulances and taxis pull up day and night time. As we have a big block of apartments 871 Colombo the other side of the doctors there is no street parking anywhere for cars some of those apartments are Airbnbs and we have desperate people trying to park in our motel car parking as they complain no where to park .... it is impossible most days and nights with 70 plus apartments at St Marys and the other one over the road. Putting a planter box or tree in the 5 minute space is ridiculous it may look nice but will cause traffic problems it is so frustrating for people some people come and park at 6am in the morning just to get a park and walk into town.</p> <p>Also the speed between Kilmore and Bealey needs to be the same as the other side of Bealey at 40 mph it is too fast at 50mph. The other night another accident outside the apartments.</p>			Henriette Stevens	CBD
34771	have some concerns	<p>- I support the lower speed limit.</p>			Andrew Simpson	St Martins

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>- I support the removal of on street parking.</p> <p>- I support the tree planting.</p> <p>- I support the use of paint to provide a visual cue to slow down.</p> <p>- I am concerned about the lack of physical separation between cyclists and car traffic. I suggest the use of bollards, raised curbs, planters or other separators. These tend to be more effective than paint.</p>				
34772	have some concerns	<p>Having the cycle way switch sides part way through on a road is extremely frustrating, and if you are cycling with small children that are a bit slower the automatic lights don't stay green long enough to cross...please don't have any more of these ridiculous crossings.</p> <p>I've also bike along Manchester st on a few occasions where the bike crossing lights weren't working properly, and cyclists have had to wait far too long...it appears that automobiles are still given preference. Have seen other cyclists get frustrated and resort to using the road. This totally defeats the purpose of a shared path or cycle way but I can understand their frustration.</p> <p>Car parks beside cycle lanes still pose one of the biggest dangers to cyclists, drivers opening car doors without looking, so I do hope that there will be a concrete verge buffer between cyclists and cars or no car parks on the side of the cycle way at least, a painted strip is not enough.</p>			Alice Holmes	St Albans
34775	support the plan	<p>Very well thought out. Love the protection for cyclists and the retention of mo ility parks outside the town hall. Look forward to seeing these changes made</p>			Ana Simon	Redwood
34776	do not support the plan	<p>this will cause further congestion of traffic in an area of the city where it is vital to maintain free flowing vehicle movement due to the intervention of one way street systems. I walk in this area regularly and there are much better links that are possible than this plan. How about using a riverside link up to Victoria street. The movement of vehicles across cycle lanes to access parking is a disaster waiting to happen. Data is showing that the cycle lanes already in use are not attracting anything like the expected volumes of use. Why are more being made?</p>			Judith Lance	Hoon Hay
34780	have some concerns	<p>2 areas I have already raised a concern with being a danger to pedestrians with cars parking on the footpath outside 813/811 Colombo and opposite outside 818. The planted areas need to be in raised box planters similar to the new ones in hereford st. This is required to stop cars driving over the plantings and it should stop double parking if the car can't open the passenger door. I can provide photos if required.</p> <p>I live at ■■■ Colomb st, so would be nice if the new paving can extend past the boundary of my property to ■■■?</p> <p>Lastly can we have a tree in the footpath outside 807 or maybe on the boundary of 807 &amp; 805?</p> <p>Overall very happy with the plan, and the more trees and plants the better! Nice job. :)</p>			Richard Hack	Christchurch
34783	support the plan	<p>Yes I like the way bus stops are now. I think painting all the buses the same color is silly. Impaired people can now tell it's a red or blue bus &amp; where they are going. Salisbury St would be one of the worst streets in CHCH even the bus drivers say how rough it is.</p>			Dick Pearson	Christchurch Central
34785	have some concerns	<p>I think this is a great idea, however there are a few details regarding the cyclelanes that should be considered carefully so that they are safe for cyclists to use:</p>			Nick Hann	Hoon Hay

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>- There should be sufficient clearance between parked cars and the cyclelane for car door clearance. Many painted cyclelanes in the city are fully within the car door zone which puts cyclists at high risk of a fatal accident. In fact its often safer to cycle in the main traffic lane to avoid car doors in these situations. So there should be a wide buffer between any parking spaces and the left edge of the cyclelane.</p> <p>- Placement of trees, boxes etc should not be such that cyclists must weave in-and-out. this is unsafe and also frustrating to ride.</p> <p>- Do not incorporate any of the priority left-turn traffic light systems included in some of the recent cycleways in the city (e.g. St Asaph Street). Its frustrating for cyclists and drivers as it is seldom timed well from intersection to intersection. A far better system would be priority for cyclists, give-way for cars at all times. If the stop-line for cyclists is far enough ahead of cars and there is enough visibility of the cyclelane then there shouldn't be an issue of safety.</p>				
34790	do not support the plan	<p>To whom it may concern,</p> <p>I have just finished reading the proposed changes to Colombo Street. If this is the Christchurch City Council's plans to further promote suburban malls and to kill of what is left of the little vibrancy Central city clutches onto, then this is a wonderful idea. The vast majority of people who come into the central city and spend money drive cars, not bicycles. You can see this from how much previous build cycleways are used. You can sometimes not see a single cycleway user for a 30-minute period. All these cycleways do is take away street parking, hurt local businesses, and make a maze our of the central city. The people of Christchurch are sick of the City Council turning central city into an undesirable place to go. Just look at the abomination Manchester Street has become. What sane person would be crazy enough to establish a business there with almost no street parking, incredible slow speed limits, and the horrid look of the street covered in a million streetlights and little islands, with very tight lanes. Now it seems it is Colombo Street's turn. Roads the like the proposed Colombo Street only frustrate drivers increasing erratic driving behaviour. Stop wasting the rate payer's money on ruining the central city. It is already thought of an absolute joke by half the population who avoid it like the plague... Do not destroy it anymore for those of us who still reluctantly come and work and spend our money here. I suggest looking at the statistics. Of the people who come into Christchurch, what percent actually cycle as their main form of transportation? Stop designing the city for the 1%.</p> <p>The mix of speed limits in central Christchurch is a mess and the Council wants to further complicate it. 30km is far too low. Colombo Street traffic already moves at a snail's pace. It will not bring more people into the city. It will do the opposite. Do we not want a vibrant core? Or perhaps we do in fact want to catered towards becoming a retirement village? A 30km speed limit reduces the flow of traffic and increases time taken to get around or through central city. How does this encourage people to come to central Christchurch? It does not.</p> <p>As for moveable plant boxes... incredibly tacky! Make them permanent or just forget about it.</p> <p>I hope one day someday the city council is able to LISTEN to the people and recognise the basic difference between a central city and a suburb.</p>			Brendon Ayers	Halswell
34806	support the plan	<p>One some of the new cycleways in Christchurch, entrances/exits to and from driveways and carpark are dangerous for cyclists as they risk being hit by cars (such as along St Asaph Street). Features that can improve cyclist safety across driveways (particularly commercial ones) would be good. One suggestion would be to add a small "speed bump" of sorts across the driveways (on both sides of the cycleway).</p>			Katie Coluccio	Spreydon
34807	support the plan	<p>I cycle to work along this route and infrastructure improvement will be much appreciated.</p> <p>I prefer this option over concrete curbs separating cyclists (as on Colombo St between Bealy Ave and Edgeware Rd)</p>			Taylor Koens	St Martins

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34808	support the plan				Oliver Hunt	Sydenham
34810	do not support the plan	Stop reducing car parking, and don't add further 30kph areas.			James Clark	Christchurch Central
34811	have some concerns	I would prefer to have a physically separated cycle lane, like Colombo Street north of Bealey Ave, as this feels much safer and would get more use from non-confident riders. If this is not possible, a wider buffer/median between the road and the cycle lane would be the next best thing - currently, it does not look wide enough.			Andrew DC	St Albans
34813	have some concerns	Bealey Avenue to Salisbury Street section:  Have some concerns over the loss of 18 car parks. In general there has been a significant reduction to free on street, all day parking in & around the city. This is concerning for people who work in the city that cannot afford parking. Bussing is not always an option. Eg; for those needing to drop off & pick up kids before & after work.			N M A'Court	Marshland
34826	support the plan	This is a regular bike route for me, thank you for helping to keep me and my family alive. I also think a cycle friendly city will attract more people to our city.			Cam Brinsdon	St Albans
34831	support the plan	Such a great city to cycle in, but not as safe for cyclists as it could/should be, so the more dedicated cycle lanes/pathways/etc, the better. And the more people cycling, the better for them and the planet.	N/A	N/A	Morgan Price	Christchurch
34835	support the plan				Alison Downes	Ilam
34837	support the plan	Making sure the cycle network is connected through the CBD is critical.  Traffic on Colombo St travels slowly now, so lowering the speed limit to 30kph and making space for cyclists in dedicated cycle lanes will make it safer for all users, and won't add to travel times for those in cars.			Chrissie Williams	Somerfield
34839	do not support the plan	Please see the attached document.  We are concerned at the loss of both parking and bus services in relation to our Salvation Army Centre. These concerns are heightened by other proposed developments in the immediate area currently under Resource Consent consideration. We also have concerns about aspects of the design as a public safety issue, especially for the elderly.	The Salvation Army Christchurch City Corps	Corps Officer/Minister	Allan Bateman	Christchurch



Submitter #34839

8<sup>th</sup> October 2020

Submission to Christchurch City Council

By attachment to Council Submission page link.

Written/prepared by Major Allan Bateman, Corps Officer of The Salvation Army Christchurch City Corps.

Location/Street Address; 853 Colombo Street (Corner of Colombo and Salisbury Streets).

**Submission Begins:**

We understand the council's proposal to create a continuous cycle way from the inner city. This property is situated along that path.

We are not supportive of the proposals due to the loss of parking and bus stop amenities. As a place of public assembly – ironically a venue hired/used by Council to invite public on this very proposal – bus services and parking provision are essential. We are impacted in both ways by 2 key aspects of the proposal.

**About us:**

We serve the public at the same time as we are the gathering place for The Salvation Army in central Christchurch.

This means we rely on certain levels of public amenity in addition to our own on-site provision to suit all age groups from pre-schoolers and their whanau, to senior citizens – these 2 groups have their own mobility and access requirements.

This also means that we can and do have larger gatherings from time to time, whether our own, or venue hires to groups such as city orchestral groups, funerals etc.

**Outline of our concerns:**

1. **Reduction of Carparks** – The proposal involves a loss of 24% of parking (74 parks reducing to 56) in just our section of Colombo Street (between Bealey and Salisbury).

Currently, we have no frontage street-side parks in Salisbury, and only 6 along our Colombo Street frontage.

On Sundays, there is already a need for congregation members to park some distance along Colombo Street. Some of these are elderly people and others are families with young children.

At larger events, which our centre is permitted to hold we appreciate having the provision of parking at current levels. Please note that our centre is also a registered Civil Defence Welfare Centre in emergencies.

2. **Removal/Relocation of Bus Stops** - Bus stops are ideally located to allow public access to our centre, however the proposal involves the complete deletion of 1 stop and the relocation of the other 2 bus stops that are immediately outside our property.

The proposed related position for the one outside our Colombo Street frontage will require elderly passengers to negotiate a crossing of Salisbury street. The writer is unsure of the impact of the removal of the bus stop immediately opposite, but people both arrive and depart from our services by bus regularly. By 'services', the writer refers to both 'church services' and 'helping services' we provide to public individuals needing our care and support during the week.

The relocation of the Salisbury Street stop will require passengers to negotiate a crossing of Colombo Street to access our centre.

3. **Other Nearby Developments – Their Potential Impact**

We note that this proposal from Council comes at a time when an adjacent property has a Resource Consent lodged (we reference the proposed Youth Hub) which proposes very minimal onsite parking ("only 10 parks total, with expected peak parking of 49-71 vehicles")<sup>1</sup>. If that Resource Consent was supported, we would expect if even further shrinkage of availability of parking amenity.

4. **Design Aspects – Tree Location**

The schematic shows a street tree adjacent to the car park exit of our property in Colombo Street, which would obscure visibility for exiting vehicles of either other cars but also any cyclists.

### Summary

Our chief concerns or objections are to the loss of parking and the loss or reduction of assisted access (i.e bus stops) adjacent to what is a recognised place of assembly.

Neither of the key elements of the council's design would seem to benefit the operations and services of The Salvation Army or of the public who we serve in the city.

Yours sincerely,

Allan Bateman

Major Allan Bateman | Corps Officer  
The Salvation Army | Christchurch City Corps  
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<sup>1</sup> Novo Group Resource Consent Full Document, pg 18

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34844	have some concerns	I do not think that the speed , needs to be lowered. I like the idea of the cycle lanes.			Gregory Joughin	Sydenham
34848	support the plan	As a cyclist I welcome painted road marking rather than lanes separated by kerbs. I find these safer as should a dog cat or pedestrian unexpectedly enter the lane, my avoiding action is not constrained by kerbs and I am able to use the road way. This is also the case when approaching slower cyclists.			Tim Holmes	St Martins
34856	support the plan	<p>I would like to see separated cycleways instead of painted cycleways, especially at the Colombo street and Bealey Ave intersection. As a cyclist I appreciate that you are doing something as the connection from the city to the Papanui Parallel is needed. At Kilmore street the speed limit changes from 30kmh to 50kmh i am often faced with cars accelerating at unnecessary speed and overtaking me far too close. I have also found that cars often ignore the painted cycle waiting area at the Bealey ave intersection, and the left turning traffic have caused me to come off my bike in the past.</p> <p>I like the addition of the extra street trees, this will give the street a much more appealing aesthetic for both cyclists and pedestrians during the summer months.</p> <p>I am concerned that when cycling south into town, where the cycle path meets the shared road at the Kilmore intersection, that cyclists will be cut-off by car traffic as the road narrows. My suggestion would be to have cycle priority traffic lights to ensure that cyclists are able to come through this intersection safely, or the road could be narrowed earlier to allow streamlined merging of traffic.</p> <p>I support the reduced speed to 30kmh. This is excellent for improving usability of the area.</p> <p>Thank you for ensuring that our city is more than a thoroughfare for cars.</p>			Georgi Lynch	Linwood
34860	have some concerns	<p>I support the plan, but have some concerns. First, the proposed cyclelane and slower speed limit are a big improvement on the current situation, as it would offer a safer option for any cyclists coming from north of the city, however I think it should go a step further and be a cycleway with a physical barrier. Currently, a family I live with would love to cycle into the city with their kids but would not feel safe without a segregated cycleway with a physical barrier. I cycle down the proposed route 5 days a week to get to work, and think any improvement on the cycle lane safety would be welcome, but a segregated cycleway option to connect northern Ōtautahi/Christchurch to the city would be greatly preferable in order for me to recommend the route to friends who want to try cycling into the city.</p> <p>Second, I see there may be some stretches of cyclist/pedestrian shared paths in this plan. While this might offer a safer option at pinch points, I just want to note that a shared path on a route that is intended to offer a commuting option for people cycling to work, will inevitably end up frustrating walking pedestrians and cyclists alike at peak times.</p> <p>And finally, I just want to note I was pleased to see that while some parking is being taken away, you are also adding in some mobility parking. As we decrease parking in the city in favour of encouraging alternative transport, it's important to prioritise accessibility needs and allocate remaining car parks accordingly.</p>			Wellner Ahluwalia	St Albans
34861	have some concerns	<p>Thanks for the opportunity to make a submission. I work for the Christchurch City Council, but I'm making this submission as a local resident of St Albans, and a daily user of the Papanui Parallel, purely in my personal capacity.</p> <p>What is proposed here is much better than the current situation. I support the 30km/h speed limit, including on Peterborough Street, for which 50km/h seems too fast to be safe. I do have serious doubts whether people driving will stick to the 30kmh speed limit on Colombo Street though, because it's very wide, and there are few cues to keep drivers' speeds down. My hunch is that the painted designs on the road will slow speeds initially, but I'm less convinced whether they will be effective after people have got used to them? Maybe there is research on this. Once Colombo St is resurfaced, the smoother road surface could also encourage higher vehicle speeds, as I'm experiencing now on Victoria Street.</p>			Anne Heins	St Albans

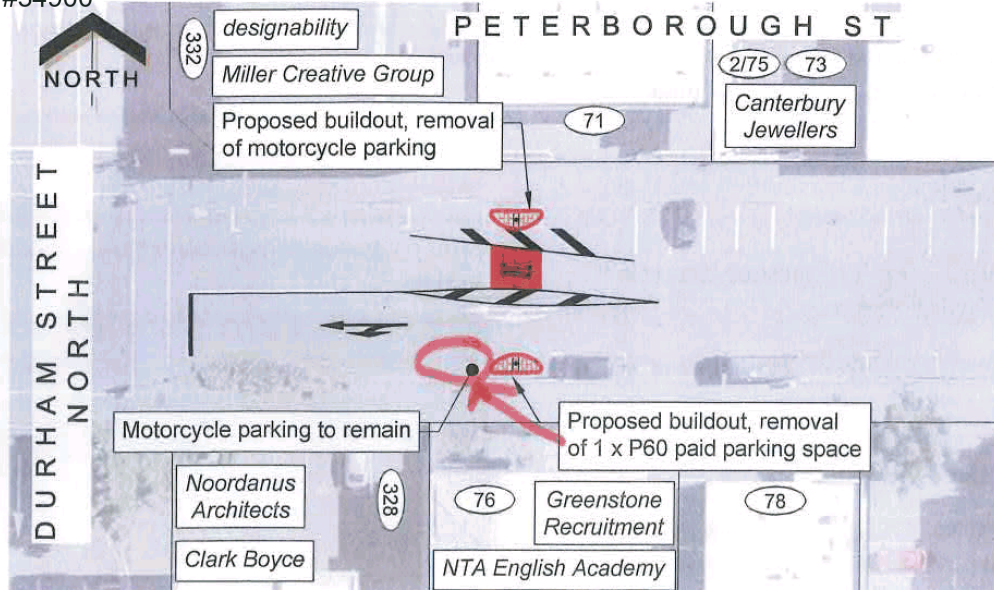
Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>In terms of biking infrastructure, what it proposed is better than what's there currently, but I would much prefer to see physically protected, separated cycleway to connect the Papanui Parallel to the central city. I personally am a confident and experienced cyclist, and not afraid to take the lane where needed, and have the knowledge and confidence to ride far enough into the vehicle lane to keep out of the 'door zone'.</p> <p>However, I have many friends who live in Merivale, Edgeware and St Albans who only recently started biking, and feel nervous and slightly anxious about every bike trip they take. For them, and many others like them who are Christchurch's 'newbie cyclists', having physically separated cycleways makes a huge difference. Some of my friends are parents who take their young children in bike trailers on the rest of the Papanui Parallel, and hope to take their kids riding their own bikes on the cycleway once they are old enough - but they don't feel it's safe to go into the central city, because the separated, protected cycleway ends at Bealey Ave. This is a real shame, as there are some wonderful key attractions for young families on Colombo Street, including Margaret Mahy playground, and Turanga.</p> <p>Also, having said that I'm a confident cyclist, I have to say that the experience of being in a separated cycleway is a whole different, more relaxed, pleasant, quieter, safer, and enjoyable experience than defensively making my way amidst other traffic. When cycling with friends, this is particularly the case as you can ride side-by-side in the cycleway having a conversation, making it a really fun, social experience and a different experience of our city, rather than merely getting from A to B.</p> <p>Regarding the 'sharrow' lanes southbound at Salisbury Street, I strongly dislike these – a similar design has made Victoria Street worse for people cycling than before the recent street upgrade. The left turn/sharrow lanes mean that if there are vehicles turning left, and pedestrians crossing, people biking generally have to wait in the vehicle queue for the pedestrians to clear ( even if you're going straight), so it really can hold you up. It's much better to have a cycle lane going right to the front of the intersection, with an advance stop box.</p> <p>I also think it's important to have one 'cycle gateway' from each compass direction into the central city, and Colombo Street would be the obvious gateway from the north. Colombo Street is designated to prioritise walking and cycling under the AAC road hierarchy, while Montreal, Durham, Madras and Barbadoes prioritise motor vehicles, so I feel it's not too much to ask that Colombo Street does get proper, safe, separated cycleway infrastructure. This will become even more important in a couple of months' time, when the shared path along the new Motorway from across the Waimakariri Bridge will connect to the Papanui Parallel, increasing the number of users. I wonder if there is a better balance that can be struck with parking, whereby some time-limited (30/60 minutes??) parking is retained at key locations to support businesses along Colombo Street, but lower-value parking spots are removed to allow for separated cycleway facilities?</p> <p>I do love the idea of more street trees proposed (if there is room for them), and I also support adding extra mobility parking spaces near the Town Hall. A few bike parking stands (preferably the staple type racks, which are far more usable than the hoops) would be great, by the businesses along Colombo Street. Or even those wee circular hoops that slip over a traffic sign pole that gives your bike something to lean against, parallel to the kerb.</p> <p>In short, I would much prefer to see a fully protected cycleway along Colombo Street south of Bealey, with any remaining onstreet parking to be time restricted and strategically located to support nearby businesses. Watering it down to a less protected cycle lane would undermine the enormous investment that's gone into the rest of the Papanui Parallel and the motorway shared path. It would mean there is no separated cycle facility giving access to the Central City from the north, and likely make it less used by everyday people who are not (yet) confident, savvy and experienced cyclists.</p>				
34862	do not support the plan	Specifically, I am finding the city increasingly difficult to get around. I drive - I am disabled, so need good parking close to where I am going. I live in St Albans, and have been in the same place for 34 years. My suburb is almost impossible to drive around now - all for the convenience of a motorway which is just encouraging more cars, pollution, single use drivers,			Sandra Shaw	St Albans



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		<p>emissions increase through excessive traffic lights causing idle-ing etc etc etc.</p> <p>Then we have the current flavour-of-the-month which is trees in planters. Oh dear. Find idea BUT NOONE WATERS THEM! I weep when I see plants struggling to survive within watering at all. Being a very keen and knowledgeable gardener for a very long time, I get very upset at this situation. PLEASE - if you put planters in they either have to have a watering system, or a schedule for regularly watering.</p>				
34865	support the plan	No, it is excellent			Nick Reid	Upper Riccarton
34868	support the plan	It looks like a creative solution. Thanks			Cathy Sweet	New Brighton
34869	support the plan	<p>we need a safe cycle route from the east end of the city, North to South and South to North. There is none at the moment. Fitzgerald, Barbadoes or Stanmore road. At least one of them needs a safe route. Fitzgerald makes the most sense in terms of being wide enough to add bike lanes. Love all the shared paths you are creating. Just wish I could get from the North end to the South end when I come in from the East and don't need to go right to the centre.</p>			Nikki Berry	North Beach
34878	support the plan	<p>I strongly support the use of extra features (i.e. more than just a painted cycleway) to increase safety for cyclists. I strongly support the use of trees, even if it means some loss of parking spaces (while retaining enough parking, including mobility parks, near amenities such as the town hall and shops that rely on customers stopping briefly, such as dairies).</p> <p>It's good to see that connections to other cycle routes have been thought about - this is important.</p>			Eline Thomson	Hoon Hay
34886	have some concerns	<p>As the city council declared we are in a climate and ecological emergency on 23 May 2019, I'm sure the panel agrees that it the highest importance that we do whatever we can to encourage people to swap polluting private motor vehicles for cleaner transport. At the time the mayor said the action was to signal the "urgency of the need for everyone to take action to reduce carbon emissions to zero". This is the chance for the council to "walk their talk".</p> <p>The design should be modified to include a physical barrier between cyclists and cars. Otherwise the lane will only appeal to experienced cyclists and will not encourage new cyclists to bike instead of using their cars. Given the climate emergency, we need to design our infrastructure so that new cyclists will feel safe using it, not just experienced cyclists. The cycle routes that it connects to are protected. Leaving this section unprotected will limit the usefulness of the cycle routes it connects to.</p> <p>There are not sufficient traffic calming features in this design for the 30km/h limit to feel like the natural speed. The planned narrowing and build-outs, although a step in the right direction, are not enough. The plan should be modified to include extensive traffic calming. The final design should signal the speed limit to drivers through its physical features, not through a speed limit sign. Nobody should feel safe driving above 30km/h.</p> <p>I'm concerned about the material specifications for the coloured surfacing. Is the plan to use polymers, and if so will they leak plastic particles into stormwater as they break down? I ask that all material used for road surfacing and painting is the safest and most environmentally friendly possible. Any breakdown or runoff from this material will go into our stormwater and into our rivers and oceans. Some compounds used on roadways in the past such as plastics or lead break down very slowly or not at all, leaving permanent pollution of our waterways.</p> <p>I ask that selection of the contractors for this project is based on their past environmental record. A strictly enforced environmental plan should be applied to this project, going well beyond legislative minimums. This includes accounting for the environmental costs of the whole supply chain for materials used.</p>			Kieran Williamson	Christchurch Central
34895	support the plan	Great to see the final leg of the Papanui Parallel route underway.			Marcus Brown	St Albans

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34900	have some concerns	A parking space is being revoked outside 76 Peterborough Street, there is an adjacent motorbike parking space to this that is being kept. This space is never used for motorbikes and it would be better to be reallocated as a general space (P60) as this would be a better use.	Southpark Corporation	Property Manager	Ricky Holliday	CBD

Submitter #34900



Proposed 30 km/h zone threshold -  
Peterborough Street at Durham Street North



Proposed 30 km/h zone threshold -  
Peterborough Street at Manchester Street

EET

Original Plan Size: A3  
ISSUE: 03-07-2020  
SK003

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
34907	have some concerns	It looks to be a reasonable compromise. Some reservations however due to a lack of enforcement of the 30kph speed limits in other areas of the central city. It counters the intention of making the CBD a pedestrian and cycle friendly area when a bike travelling at 28kph can be overtaken between Kilmore St and Gloucester Street on Colombo Street. Not an uncommon occurrence unfortunately. The northbound bike lane on Colombo Street approaching the intersection with Bealey Avenue needs to have separator posts installed and consistently phased red arrow to prevent conflict between straight through north bound cycles and traffic turning left into Bealey Avenue. The uncertainty here for those on a bike creates a sense of fear particularly when motorists attempt to turn through a group of cycles. It has been like this for over 3 years and damages the reputation of the Papanui Parallel Cycleway as being a safe experience for those aged 8 to 80.			Robert Fleming	St Albans
34908	have some concerns	Great. A lot more needs to be done to make cycling safer in Christchurch. Would be great to see similar things implemented in other parts of Christchurch e.g. Blenheim Rd, Barrington St. to offer more protection to cyclists.  Although just one concern:  I think it is important there is a solid metric to measure success of these 'softer' safety measures. Harder measures such as signs or barriers may be needed if this is not successful.			Emily Molloy	Riccarton
34932	have some concerns	It's great to see the council making the city more accessible by bike. I have ridden this section of Colombo many times and can't wait to see it redeveloped to be safer for cyclists. I do support the proposed changes, but would rather see the cycle lanes be physically separate to the road, just as it is on the northern section of Colombo st to Edgware Road. The painted lanes would be an improvement but cyclists will still end up sandwiched between parked cars and cars moving on the road.			Tom Brennan	Spreydon
34937	support the plan	We love the opportunity for more SAFE cycle paths.			Alex Goodall	Northwood
34954	have some concerns	I have concerns that merely painting on the road will not provide the safety needed to encourage more cycling along this section. I believe that having a separate cycle lane will do more to remove the barriers to cycling along this section.			Sophia White	Cashmere
34976	have some concerns	Thank you for the 30 km/h speed limit. This is a great start.  Applying the Cycle Design Guidelines would have been really good. Real road safety for all road users is supposed to be the goal along with encouraging the "interested but concerned" cyclist.  What Needs Changing and Why  What: Drop the cycle lanes and make the whole carriageway a shared space, clearly and repeatedly marked as such.  Why: 2m wide on street parking hard up against 1.5-1.6m wide cycle ways will lead to dooring, or worse, a person on a bicycle veering into traffic to avoid a door only to be killed by the impatient driver who absolutely must get past at any cost. Add in bus stops and people on bikes will be stopping to let buses in and out while avoiding the cars dodging in and out of car parks.  A shared carriageway will help to slow traffic and allow people on bikes to take the lane. Well posted it may even let drivers know that it really is OK that a person is on a bicycle in front of them.  With the extra 2 meters the footpaths can grow to 4m width and be shared paths to serve the "interested but concerned cyclists".  What: 4 whole bicycle stands at Peterborough Street.  Why: If you really want to provide for people on bikes and don't want footpaths blocked by bikes parked wherever they can	None	None	Dirk De Lu	Cracroft



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		find a place, you need to provide plenty of well-located bike parking. You clearly understand this when it comes to car parking, what with promising to retain 77 car parks. Equally clear is the disregard for cycle parking. Given the provisions being made for car parking this comes across as a clear message to people on bicycles that we are not welcome.				
34989	support the plan	For me it is great to see the proposed design for Colombo Street and the cycle lanes that will occupy a part of Colombo St that has, to date, lacked any cycling infrastructure. This 'missing link' in the Papanui Parallel will provide a safer option for cyclists currently using this route and will undoubtedly help to reduce crash risk around busy Bealey Ave.	Waka Kotahi NZ Transport Agency and New Zealand Business Tools (NZBT)	Assistant Area Programme Manager	Cynthia Garton	St Albans
35002	support the plan	Fantastic to have these safe cycleways - the more we have the more people will use them. I cycle every day on them, and each week there are more people			Rosemary Neave	Redcliffs
35015	support the plan	I don't live in the area but do work nearby and would use this route very frequently if there was the proposed infrastructure.			Meg hristie	beckenham
35055	support the plan				Renbin Xu	Christchurch Central
35057	support the plan	Great to see less car parks and more safety for cyclists.  Thanks CCC.			Ants Field	Halswell
35059	support the plan				Lynn Kim	Upper Riccarton
35060	do not support the plan	I see no need to increase the section of reading to 30km. It seems like there is a push within the Council (unmandated) to make the whole inner city 30kms and suitable for cycling without any evidence that there is an actual need or that more than 1% of the population will use it. I also object to the use of the rates funding for this. There are already cycleways in place and the money could be better spent elsewhere			Debbie Jones	Richmond
35064	support the plan	I am supportive of this proposal and pleased a link from the end of the Papanui Parallel Cycleway at Bealey Ave into the city is being provided - as the current situation is not particularly comfortable to use as a cyclist.  I particularly like:  the proposed speed reduction,  the trial of the on road painting,  and the fact it will provide the final link in what will become an off road cycleway from Rangiora to the CBD.  I am disappointed that the cycle lanes will not separated (as on the north side of Bealey Ave). This is likely to mean they as less child and new cyclist friendly. I am also concerned that the painted lane are on the outside of parking spaces.  My additional suggestions would be to add a cyclist phase to the traffic lights at Bealey Ave for those going North (as happens on for cyclists going south from on Colombo St at Bealey Ave). I would also like to see a review published of the trial on-road painting with regular data collection allowance to judge the effectiveness of them as traffic calming devices.	Select Title	Select Title	Keith Turner	St Albans
35076	support the plan				Samuel Price	Christchurch
35077	support the plan	Love it! It's a great idea to slow Colombo Street, in line with Victoria Street, to help promote southbound vehicle traffic onto Durham Street. The cycle lanes could be further integrated on side roads later but will be well used as proposed. The marked buffer zones are important for better passing separation.			Grace Ryan	Ilam

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		I like the teal designs too, the world needs more teal.				
35083	support the plan	<p>I strongly support the speed reduction to 30 kph. Other low speed zones I have cycled a much less stressful than the standard 50 kph.</p> <p>I am very pleased to see the link to Papanui Parallel. We often return from north Christchurch using Victoria St and Durham St. This would open another option.</p>			John Christie	Beckenham
35085	have some concerns	<p>This project is an important connector between the central city and the high quality cycleway north of Bealey Ave. I feel that the painted buffer cycle lane as described is insufficient to meet the needs of all the users.</p> <p>We have small children who are learning to cycle, and having painted cycle lane squashed in between car parking on one side and faster traffic on the other side, is difficult and potentially dangerous for learning cyclists to navigate. All it takes is a car door opening at the wrong time, and a child is either colliding with the door or trying to avoid it by swerving into traffic. The presence of buses on Colombo St makes this even more of a risk.</p> <p>A better solution would to design this section to retain the same quality standards as the cycleway north of Bealey Ave, which would present a more consistent experience for both cyclists and vehicle drivers. Cyclists would then have a physical barrier between their route and the vehicle traffic, while still being able to retain much of the same number of car parks. Vehicles would not have to cross the cycle lane to enter or leave car parks.</p>			Greg Hewgill	Somerfield
35086	support the plan				Beatrix Rowe	Richmond
35087	support the plan	<p>Support more cycle ways and slower traffic speeds (or even reduced car/traffic areas (i.e. one way with larger walkway/cycle ways).</p> <p>Support more trees/green planter boxes.</p> <p>Support provisions to ensure access and parking is maintained for disabled and residents.</p>			Jean Jack	Lyttelton
35088	support the plan				Greg Jack	Lyttelton
35113	support the plan	I live in Redwood and from time to time use the Papanui Parallel to travel to/from the city. I support this plan because it will improve my safety when cycling south of Bealey Ave, and also because it will likely encourage others to use the Papanui Parallel.			Simon Britten	Redwood
35125	support the plan				Ben Schumacher	Papanui
35146	do not support the plan	The narrowing of streets, no parking, cycle ways are creating more problems for us and visitors. Friends drove to city and found the congestion of narrow roads, trees, pots and cycles extremely confusing. They came back to the suburbs to shop saying they had to many oops moments. Looking for Ballantine's, the finding a park , avoiding obstructions along with narrow roads NOT worth it. To me this new plan looks like more of the same. Obviously the general public is not welcome to enjoy the city. More strife for the stadium with certain hours to suit the well to do residents living near by. The CCCC needs to listen to the voice of all the people , more like Mauger and friends.			Dawn Martin	Hoon Hay
35168	have some concerns	<p>Addition of cycling facilities is absolutely necessary and should continue.</p> <p>However using paint to demarcate traffic lanes is absolutely NOT the way to encourage slower speeds by motor vehicles. Would you feel comfortable separating motor traffic from pedestrians using only paint? Proper cycling infrastructure needs to be installed, mirroring the separated cycle lanes used further down Colombo St. Still too many on street car storage</p>			Simon Berry	Richmond

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		spaces in an area where there is plentiful off-street parking. Pavement areas for pedestrians does not seem to have been widened.				
35214	support the plan	<p>This is a great plan. I currently bike down Manchester st to get home from work, but with a new Colombo street cycle way I will use that instead, especially if it is 30km/hr. This cycle way will also increase my use of Edgeware shops - they will be super handy to my commute when the cycle way opens.</p> <p>It will be great to connect the city center with the Papanui cycle way (which is amazing by the way)</p>			Fran cox	Edgeware
35215	support the plan				Connor Ellison	Edgeware
35263	support the plan	I would like it to be the same as the protected paths to the north of bealey on colombo st. Makes me feels safe.			Abhi Sooda	Christchurch
35264	support the plan	I would like it to be protected completely from vehicle traffic.			Archana Manur	City
35272	support the plan				Owen Hoddinott	Edgeware
35274	support the plan				Digby Symons	Christchurch
35282	support the plan				Sai Babu Inampudi	St Albans
35283	have some concerns	<p>1. The cycle lane width of 1.6 m against parked cars is narrow, especially as you have just come from the Papanui Parallel separated facility. The 0.4 m painted buffer won't keep riders away from opening doors.</p> <p>2. There is an opportunity to build out the kerbs on both sides of both Kilmore Street and Salisbury street (departure side only). This has a real user and safety benefit by reducing pedestrian crossing widths / times and the build outs provide more conspicuous locations for traffic signal hardware.</p> <p>3. There is some (8) additional cycle stands provided at the Peterborough Street intersection but more cycle parking (stands) could be provided along this whole section.</p> <p>4. The signal phasing should be modified to safely and intuitively accommodate cyclists crossing Bealey Avenue from the south</p> <p>5. The extra trees and use of colour should help to change the look and feel of the street - a place for people!</p>			Warren Lloyd	Redwood
35288	have some concerns	<p>I disapprove of:</p> <p>Painted lane on the outside of parking spaces.</p> <p>Not enough bike parking provided - 4 at Peterborough St is hardly enough.</p> <p>In addition you should:</p> <p>Adding a cyclist phase to the traffic lights at Bealey Ave for those going North (as happens on for cyclists going south from on Colombo St at Bealey Ave).</p> <p>Adding a review date to the on-road paint trial with regular data collection allowance to judge the effectiveness of them as traffic calming devices.</p> <p>There have been indications that this is a ten year long trial so provision for regular paint refresh needs to be committed to.</p>			Stacy Rendall	Riccarton

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		Putting "Permanent" cone type edges on strategic parts of the cycle lane to stop vehicle intrusion and clearly give the message this is a cycle lane that is a continuation of the cycleway on the south side of Bealey Ave.				
35297	support the plan				Bruce James	St Martins
35298	have some concerns	Good to have some cycle friendly roading. I cycle this route every day. But no solid separation between bikes and cars like the rest of Colombo St to the north of Bealey Ave. Planned bike lane very narrow.			Richard Parker	St Albans
35311	support the plan	<p>I use this route to commute to work every day and support the approach of a common sense plan that balances access to businesses and the safety of cyclists and other road users, the painted plan seems to strike a good balance for this. This is a route that currently has potholes and needs repair and is also a Bus route, distinct cycle lanes will assist with safety from Buses and vehicles, this is also not a major arterial rout so the speed limit reduction to 30km/hr would bring the speed limit in line with the CBD and have minimal impact on travel times or congestion. The introduction of cycle lanes linking the CBD is the key missing link that will assist in bringing more cyclists and families into the CBD for work, shopping and play and help encourage alternative sustainable transport solutions.</p> <p>The significant investment already made in the cycle way network is not a reason to descope future investment but reason to ensure that this infrastructure is linked to the CBD in a safe and cost effective manner.</p>			Luke Gillespie	St Albans
35319	have some concerns	<p>I am generally supportive, however would like to see the following improvements:</p> <ul style="list-style-type: none"><li>- physically separated lanes are better than painted lanes, otherwise have permanently fixed plastic "wands" to help prevent vehicle incursion onto the lane</li><li>- this appears to be some sort of trial rather than a commitment to a permanent improvement. How will success be evaluated ? What data is being collected ? How long is the trial period ?</li><li>- It needs to be clearly seen as a continuation of the Papanui Parallel - i.e. add a cyclist phase for north bound cyclists at Bealey Ave</li><li>- the design will not help less confident cyclists (incl children and their parents) feel safe</li></ul>			David Moorhouse	St Albans
35320	do not support the plan	Why can't we have fully separated cycle lanes like the wide ones at the South end of Manchester or the narrow ones along the West end of St Asaph? These should be the default so any plan that is different should say why it can't be like these, e.g., too expensive.			Edward Pilbrow	Bryndwr
35326	support the plan	I love this design. The teal paint on the road will add vibrancy in addition to slowing traffic. I appreciate that the use of paint and moveable planters will make this quick and reversible if it doesn't work out. I'm sure there will be some negative submissions about the loss of parking, but there is more than enough parking in City Centre and CCC has data to support that. We know that cycle lanes generate more investment in the CBD than parking. A cycle connection all the way to Kaiapoi will be a good alternative to driving on Cranford Street, which may become quite congested once CNC opens up.			Amanda Klepper	Lytelton
35333	support the plan				Emily McGeorge	Cashmere
35338	support the plan				Chloe Wium	Burwood
35345	support the plan				Leon Broadbent	Sydenham
35353	do not support the plan				Craig Reynolds	Christchurch
35376	support the plan	I love that you are trying new things to make Christchurch more accessible for all!			Lynn Kim	Upper Riccarton



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35382	have some concerns	This is a desperately needed link; its so frustrating suddenly ending up marooned at Bealey Ave after the absolutely fantastic Papanui parallel cycle way experience. But this plan doesn't seem to address crossing Bealey Ave, which is frankly one of the most terrifying experiences on a bike in Chch (despite being a daily cycle commuter) and could be so much better with e.g. cycle light phases and more protection of bikes from cars cutting across lanes/ turning in front etc.			Irene Whyte	Riccarton
35390	have some concerns	<p>I have previously made a submission asking for better safer infrastructure. Even with the buffer zone car doors will protrude into the cycle lane. I pass on this account from a Chch mother's experience with cycle lanes next to car parking in Chch. The plan as offered will discourage the interested but concerned and place lives at risk.</p> <p>On Sept 1st I was cycling in a bike lane in Chch central city when a car door opened. I hit the ground pretty hard and thanks to having borrowed my kids small helmet that morning (I couldnt find mine), my head also made contact with the ground. The driver whose door hit me and oddly enough the driver who stopped after to "help" was totally horrible about it and it took half an hour to get medical help. I made a police complaint but have so far heard nothing back.</p> <p>I had a fairly bad concussion, was off work for a while with a gradual return and was in a cast on my arm for 6 weeks, had many cuts and bruises and a badly injured shoulder. I'm still not fully recovered but I'm getting there. At the moment I'm still taking acc taxis to and from work, but I need to start thinking about what kind of transport I'm going to use after.</p> <p>Before my accident I loved to cycle.Having switched to my bike over car, I was getting good at it, and was just thinking of upgrading to a decent road bike to start riding more seriously. I'm a big person and this was also helping me to manage my general health. I want to ride again but I am terrified. I keep thinking, it was early in the morning and there was no way I could have seen this driver about to open his door. Had a car been driving past at the time, I'd be dead since I hit the middle of the lane. No matter how I think about this, I cant find anyway to feel remotely safe. I've banned my kids from cycling too. Which has been sad for everyone, we all loved to cycle.</p> <p>I was thinking of switching to a non electric scooter since I can ride those on the footpath, but I'm not sure how safe that really is either.</p> <p>Anyone else had an accident? How did you get back on your bike? What about your kids?</p> <p>Kia ora ♡</p>			Dirk De Lu	Cracroft
35405	have some concerns	<p>Thank you for connecting the Papanui Parallel to the central CBD - a much needed connection.</p> <p>Speed Limits</p> <p>Colombo Street – happy to see this made 30 km/h. Please ask the police to enforce this.</p> <p>Peterborough Street – happy to see some of this made 30 km/h but would prefer the full length of the street is made 30 km/h for consistency and safety.</p> <p>One-way Streets</p> <p>Are Kilmore and Salisbury Streets going to remain one-way, or change to two-way, as proposed in the Rebuild Blueprint? This affects bus users a lot.</p> <p>30 km/h threshold design</p> <p>Buildouts seem like a good visual cue to drivers, but do they work? The safety of cyclists is compromised in any road</p>			Fiona Bennetts	Harewood

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		<p>narrowing, as drivers believe they always have right of way over a cyclist using the road, even when the cyclist is in front of the driver's motor vehicle. What alternative threshold designs have been considered? Could a slip lane (i.e. a lane to the left of the pedestrian buildout) for cyclists be incorporated, so the clash with motor vehicles is removed at the narrowing? Could a speed bump/road hump be implemented to force drivers to slow down? Would a median island be more effective, and also reduce the tendency for drivers to cut corners?</p> <p>Road re-surfacing</p> <p>I hope that Colombo Street between Kilmore and Salisbury Streets (including the Salisbury intersection) is being re-surfaced in asphalt, as the old seal is very bumpy and degraded.</p> <p>Painted cycle lanes</p> <p>I'm glad to see the new cycle lanes are proposed at 1.5 and 1.6 metres wide, with a 0.4 metre painted buffer between the "motor vehicle" lane and the cycle lane, but wonder if these could be made 1.80 meters wide? How narrow can the "vehicle lanes" be to allow for buses? Christchurch and visiting drivers are not the best at parallel parking, so I'm expecting some of the cycle land will be lost to parking. I'm aware of inexperienced bike riders riding too close to parked vehicles, i.e. in the "door zone" and wonder what the best cycle lane design is to encourage safe lane placement and overtaking for both drivers and bike riders. Please include plenty of signage and as many flexi-poles as possible to reinforce the slow speed zone and nature of the cycle lanes.</p> <p>Colombo/Peterborough Street Intersection</p> <p>I support the introduction of road humps at Colombo/Peterborough Street intersections, but I'm not sure about the proposed new kerb line. Unless required for storm-water drainage purposes, kerbs pose a hazard to cornering cyclists on narrow tyres in the wet, as the tyres slip out unless hitting the kerb on the perpendicular (90°). The section of Colombo Street between Kilmore and Peterborough Streets is a busy pedestrian area with eateries and pubs. I would expect this area to be designed for foot traffic, predominantly, i.e. minimising trip hazards and restricted time on parking, with more taxi/ride-share spaces. Better yet, remove all parking in this short segment, and force people to park on Peterborough, Kilmore, or take the bus/bike/rideshare. Please provide more cycle parking along this strip of businesses.</p> <p>Speed Restriction Signs</p> <p>I'm not sure what the Rules/Regulations are for the placement of these, but perhaps don't put a 50 km/h sign on Colombo Street at the intersection with Kilmore Street, and instead only place the 50 km/h on Kilmore Street for turning traffic. Place as many 30km/h signs as possible so drivers spot them!</p> <p>Colombo Street south of Kilmore Street</p> <p>Please install signage for drivers to understand that it is a shared space with cyclists. I like the "dragon's teeth" painted treatment, and think they help. As a cyclist, I have to be very assertive in claiming the lane, but still get drivers overtaking me (even though I'm riding at 30 km/h).</p> <p>Colombo Street/Bealey Ave Intersection</p> <p>Please install a large cycle crossing light for north-bound cyclists, phased to have a head start on other traffic (but at the same time as the pedestrian crossing). A second cycle green light (i.e. with red turn arrows) at the end of the Colombo Street phase would be great for bike riders too (north- and south-bound). Would it be possible to have flexi-posts along the</p>				

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		right-hand edge of the cycle lanes on Colombo Street (both the south-bound and north-bound lanes on the south side of Bealey Ave) to re-train drivers to stay out of cycle lanes? Drivers are notorious for driving in cycle lanes and sitting in them at intersections, which makes it impossible for cyclists to activate any cycle-specific traffic signals.				
35431	have some concerns	I would like to ask the designers to consider the addition of separator posts as you approach the intersection of Bealey Ave and Colombo Street (south side/outside Affogato Cafe). Some left turning motorists stop in the painted cycleway which prevents cyclists moving to the green cycle box at the head of the intersection. This action has an implication for cyclist safety. This can prevent cyclists moving to the head of the intersection allowing them to clear the intersection in a timely manner and to be 'in front' of vehicles wishing to turn left. Separator posts in this area would prevent this and give an additional visual warning to motorists that cyclists maybe in the extreme left lane (cycle lane) and to take care when turning left. Thank you.			Peter Dobbs	Saint Albans
35451	support the plan	<p>As someone who cycles on these streets regularly, I support any measure to make the streets safer for bikes - including painted buffers, slower speed limits, and trees. Particularly like the idea of trees in planters than can be moved as needed without damaging them or the street.</p> <p>I especially support the removal of on-street car parking. As someone who both bikes and drives around the central city, I think we need to move towards off street car parking as much as possible, saving on street parking for mobility parks for those who really need them.</p> <p>I personally feel the safest (by far) on the separated cycleways, that provide a physical barrier between me and traffic, however I recognise that these are not currently able to be implemented everywhere, so am supportive of the proposed measures in the interim.</p>			Rosalee Jenkin	Christchurch
35468	support the plan	<p>Im concerned about cyclists being exposed to people opening their car doors if they are required to ride down the inside of the cars.</p> <p>I personally prefer when cars are separated from cyclists as its safer and allows space for people who are not confident cyclists.</p>			Hayleigh Miller	Linwood
35471	support the plan	There should be a bit more space given between parked cars and cyclists. The real danger of car doors being thrown open is something worth a few extra centimetres.			Elena Keir	Belfast
35485	have some concerns	<p>In general I like the proposed Colombo Street Cycle route connection and the extension across the Waimakariri River to Kaiapoi and Rangiora once it is completed, along with the side connections along the way.</p> <p>However, we are in a climate and ecological emergency and need to discourage the use of private vehicles in our central city. In view of this I recommend that all car parks along the cycle route (especially in the CBD) be removed, this will also enhance cyclists safety and encourage the use of public transport to get around our city.</p>			Mike Currie	New Brighton
35487	have some concerns	<p>I'd like to express my broad support for the plan, but with a few concerns about required design modifications to manage safety for cyclists, pedestrians and other road users.</p> <p>Background: I'm a St Albans resident who uses this section of Colombo St almost daily to travel to the city for work, shopping, and to eat and drink at hospitality businesses including those in the area of Colombo St in this plan. My main mode of transport is cycling, but given our proximity to the city I also walk, and we use our car a couple of times per week for longer trips or to carry heavy items. This is the kind of active transport that CCC is promoting to meet its carbon reduction targets, so as someone who sees and enjoys the health and cost benefits of active transport I'm keen that CCC's planned improvements for Colombo St are actually conducive to increasing active transport mode share.</p>			Douglas Horrell	St Albans



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		<p>The positives in the plan:</p> <p>Dropping speed to 30km/hr is an essential for safer streets when trying to increase other transport modes than cars. More disabled parking is great - it's really important that there is parking for those actually NEED it. Placement of trees and street furniture will decrease illegal parking behaviour (it already has outside Bolina) and hopefully encourage slower speeds. This plan also provides an important through-route to connect the Papanui Parallel to the city - a safe cycling and pedestrian corridor that is currently missing from this side of the city.</p> <p>Here are some potential problems and exclusions from the design that could lead to this section of Colombo being under-utilised by active transport users, or not resulting in improved safety for those users, or both:</p> <p>1. The crossing and traffic-light phasing at Bealey Ave is not included in the proposed plan. When crossing Bealey on a bike, the phasing allows VERY little time to get across, particularly when traveling south. I find the timing tight myself as an able person, but I've seen some eye-wateringly close calls with elderly people as the cycle crossing signal is always red by the time they are halfway. I once watched a mother cycling across with her young child in front of her, and the timing meant that westbound traffic had the green signal while they were still crossing. As a pedestrian it's equally unpleasant. It's hard to cross Bealey Ave in one go at the pedestrian crossings, unless you ignore the signals. If crossing lawfully you are likely to end up standing in the middle island surrounded by traffic and noise for a full signal cycle which is awful. Ultimately, stresses like these need to be removed in order to make pedestrians and cyclists of different ages and abilities feel they can use the crossing safely, otherwise Bealey will continue to act as an artificial barrier to many users between St Albans and the city. The easiest way to fix these problems is by modifying signal phasing.</p> <p>2. At the other end of the plan, the narrowing at the bridge by the Town Hall is a problem area. Currently, as a cyclist you just don't know whether cars behind you traveling south will slow down or if you should pull over and let them go at the pinch point. I generally do the latter. the 30km/hr zone may change this but it also might not - see my later comment on speed-reduction zones.</p> <p>3. This plan doesn't sufficiently address the risk of dooring for cyclists. As a confident cyclist of over 30 years experience I am happy to cycle on the road. (Though to be honest I now plan most of my commute on cycleways as increased safety actually creates a nicer experience). Imagine though that you're someone without prior cycling experience. To have a near miss from a car door on Colombo St after having travelled to the city down the separated and very protected Papanui Parallel will probably make you not want to use Colombo, or it may even make you give up cycling - I have friends who have told me stories just like this. Inexperienced cyclists need a nurturing and safe environment to build confidence in, otherwise they become ex-cyclists. We have to design the cycling network for them and not just the diehards. This means seriously considering separated lane where possible and if not modifying parking so that both cars and cyclists have excellent visibility of each other.</p> <p>4. 30km per hour zones are all well and good, IF cars obey the limit. My experience living close to the Papanui Parallel down Trafalgar St is that they don't. There was initial compliance and then many drivers, particularly commuters, reverted to their usual habits. I'd estimate 50-60% compliance at best, with probably 10% of drivers overall traveling at or close to 50km/hr despite the numerous calming measures on Trafalgar St. This tallies with overseas research I've read that shows that enforcement doesn't work, especially at a hyper-local level. Not until (here's hoping), we have city-wide 30km zones that encompass the central city and residential areas, and higher speed arterials, will we start to see drivers obey limits consistently. Speed limit reductions are obviously necessary in order to limit the harm to pedestrians and cyclists on Colombo St, but as long as they are done patchwork they won't be as effective at actually dropping traffic speed as road design measures could be.</p> <p>5. Plenty of parking has been retained in this plan, much of which will be used not by customers of businesses on Colombo</p>				



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		<p>St, but by commuters to leave their car all day. CCC will have received lots of pro-parking submissions, and undoubtedly concede yet more parks at the expense of other plan features. Please take this submission to be against the provision of free all-day parking for the able-bodied. Continued subsidy of 20th century style congestion will only create more of it. Car parking is expensive to provide and of negligible value compared to the health and monetary benefits of active transport infrastructure.</p> <p>(I note also that no bike stands are provided on the plan at the Peterborough corner which seems like an oversight. Cyclists want to park close to the businesses that they frequent, and many bikes can fit in a single carpark. )</p> <p>Thank you taking the time to read my submission. Ngā mihi, Douglas Horrell</p>				
35490	have some concerns	Please see attached attachment expressing concerns to aspects of the plan	RASH Family Trust	Trustee	Sharon King	Avonhead

Submitter #35490

**PETERBOROUGH Street to KILMORE Street proposal**  
**Submission by RASH FAMILY TRUST, owners of [REDACTED] Colombo Street Building**

This small commercial area between Peterborough to Kilmore Street barely has enough businesses to retain its purpose as a commercial precinct. Please do not make it harder by diminishing car-parking around this business area.

In the proposed plan, 16 carparks are being reduced to 9 i.e. close to 50% reduction between Peterborough and Kilmore Street, with most of the reduction occurring around 793 Colombo Street building which has a dental practice, chiropractor and another potential healthcare tenant on Level 2 shortly. This building has not been able to find a ground floor tenant since it was completed in Dec 2014.

Next door is Venuti restaurant – one of the first restaurants to be rebuilt and reopen after the Christchurch earthquakes while the CBD remained closed.

Policies since the earthquake has meant the area has been forced to persevere through the following adverse conditions:

- No nearby large office buildings with office workers popping down for lunch or services
- No retail shops to attract casual shoppers – not enough foot traffic
- No central transport hub nearby
- Low traffic flows in this segment of Colombo street due to prioritisation of Victoria Street as CBD.
- No prioritisation for building a public carparking building anytime soon

The commercial area between Kilmore and Peterborough is sadly the victim of the post-earthquake policy of contracting down the CBD. It remains a sea of empty parcels of land with a smattering of buildings. Behind it, is the large empty land of the previous Convention Centre site.

Removing carparks between Peterborough Street to Kilmore Street would be another blow to the existing businesses, decreases the prospect of attracting more businesses and a further disincentive to development in the area.

- There is NO designated off street public carparking area available such as what exists in Riccarton Road (Matipo Street to Straven Road)
- The post-earthquake restrictions for this area being rezoned as Mixed Use made it virtually impossible to build commercial off-street carparks.
- Many of the lots are barely 100sq m, too small for providing off-street carparking if rebuilt. It was historically a village of small individually owned shops.

To adapt, this area has become a service area where people drive to, park, pick up or obtain the service they require and leave by car. Eg. Dentistry, Chiropractor, Hairdresser, Employment Agency. These businesses cannot be sustained by just the local community – these businesses require a wider patronage where walking/biking/public transport to the area is not always practical, e.g. Someone seeking chiropractic treatment with an injury, dental visits for the older persons.

Beautification of the area as per Victoria Street is to be applauded. Safety for cyclist is important. But please consider the impact of removing Colombo street carparks between Peterborough to Kilmore Street.


The current proposal may appear to provide a Village-type commercial area – but what is there on this stretch of road to attract visitors/locals to the area now, let alone in the future?

The proposed changes may further reinforce it as just a thoroughfare to elsewhere, further impeding its already very slow rejuvenation. It may cause this stretch of road to become an inconvenient route to be bypassed, thereby further diminishing people travelling into the area and further affecting what few businesses already exist here.

Ease of parking has up to now been the one of the very few positives for this area and for the current businesses.

- with the commercial area barely 50% rebuilt, the current carparking may seem more than adequate to the casual on-looker but does it allow for future developments?

Proposals for some of these empty lots have come and gone over the past 10 years resulting in changes of ownership (e.g. Talk of hotel development/apartment development have come and gone). This can only attest to the difficulties of this area.

Attached are photos of Colombo street between Peterborough Street to Kilmore Street in relationship to  Colombo Street showing the numerous empty lots that have not been built on since the earthquakes. The top down view of the plans distributed by CCC for comment does not really portray the realities of the area.

**Please use your expertise to minimise the loss of car-parking between Peterborough to Kilmore Street.**

RASH FAMILY TRUST  
23 October 2020



Figure 1: Kilmore St end of Colombo St with Town Hall in the background on east side of Colombo Street



Figure 2: Empty land on the west side of Colombo Street



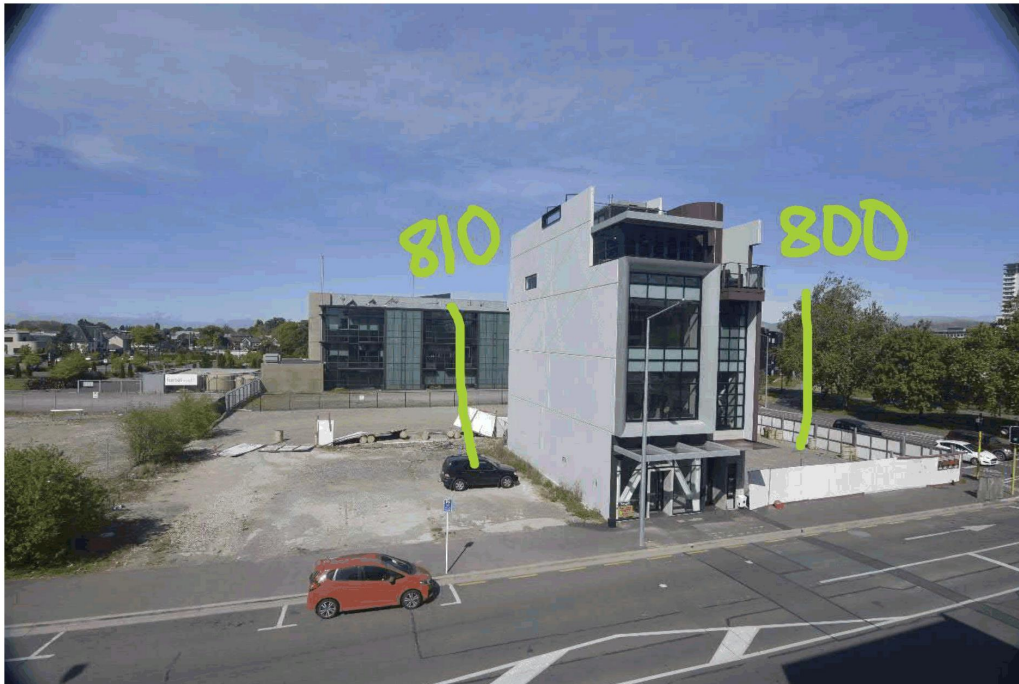


Figure 3: Kilmore end of Colombo St on the opposite side of the street to [redacted] Colombo Street



Figure 4: Further empty land on opposite side of street to [redacted] Colombo Street

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35492	have some concerns	<p>The attached document has much more detail, but in summary:</p> <ul style="list-style-type: none"><li>* This work represents a gateway into our city centre, it needs to be people friendly.</li><li>* There are a variety of people in our community, solutions need to support them.</li><li>* Introduction of 30 km/h safe speeds is the correct thing to do.</li><li>* Traffic calming design is a good thing, but could be expanded in this project.</li><li>* Risk of opening car doors and close passes is a problem.</li><li>* Kilmore Street and Colombo Street intersection has a problem with path crossing.</li><li>* Safe cycling infrastructure, safe speeds and education is required.</li><li>* There are people in our community that are worried about safety and a very vocal group that don't care about safety.</li></ul> <p>This project is a long time coming, it is needed but it does have shortcomings.</p>			Allan Taunt	Redwood

Submitter #35492

## Colombo Street Cycle Route Connection

26th October 2020

Thanks to the team that have put together this plan and to the decision-makers helping to strengthen our communities. I'd ask people to open their minds, take a look at the artist's impression and imagine the day the people have had (what did they see, where did they shop, how many smiles did they extend to people they don't know - specifically how many community connections did they make). When people have a wonderful day out, they go home share those good stories with families and friends.

This is not just a road; this is a gateway to an enjoyable adventure that people share.

I often bike the Papanui Parallel cycleway, this is a wonderful section of safe cycling infrastructure. One example sticks in my mind demonstrating both how valuable the Papanui Parallel is and how inadequate Colombo Street is. My nephew visited Christchurch recently, he loves biking but is from a place much quieter area of New Zealand. I am not going to go into detail, but he does not comprehend risks the same way many of us do. Biking Papanui Parallel cycleway was perfectly fine, however biking Colombo Street was concerning. The worrying areas were car doors, close passes, and unsafe speed. I implore our Councillors to genuinely understand there are a variety of people in our communities and on the roads these people are vulnerable. Please also recognise some people driving are unaware of information like this.

From the plan the 30 km/h changes are the correct option. This improves safety for more vulnerable road users (many reports confirm this) while leaving other streets like Salisbury, Kilmore, Manchester and Durham Street North at 50 km/h to give a choice to road users. A point to note, the 30 km/h red road markings are an ideal way to convey speed limits.

Traffic calming methods like portable trees and road artwork are great tool to help people feel like 30 km/h is the right speed. However, I think this should go further by introducing road texture. Cobblestone courtesy crossings are an example of this.

Opening car doors and close passes are serious concern for people biking. It may seem like these are not related, but they are, with a lack of education growing the problem. This plan by itself does little to alleviate the problem. The reason for the problem is as follows:

- There is an incorrect thinking that people riding bikes must be in a cycle lane no matter what. In fact, some people even believe that is the law.
- People biking are scared by close passes, as a result often bike too far left putting them in the door zone or in a position that reduces visibility.
- There is a reluctance for some drivers to cross the centre line or change lanes to safely pass a person riding a bike.

- Some people believe there is no need to pass with a safe gap when there is a painted cycle lane.
- There is a bullying culture on the roads.

The safety of painted cycle lanes in this plan as safety is improved with the 30 km/h speed limit, however for me to support it the Christchurch City Council (CCC) in conjunction with Waka Kotahi NZ Transport Agency (NZTA) need to run an education campaign covering the points I mentioned previously.

I have a small comment on the Kilmore Street and Colombo Street intersection. I understand it is only loosely related to this work, so I understand if it is considered out of scope. A cross path conflict can occur if both a person biking and a person driving turns right on to Colombo Street from Kilmore Street. See the figure below:

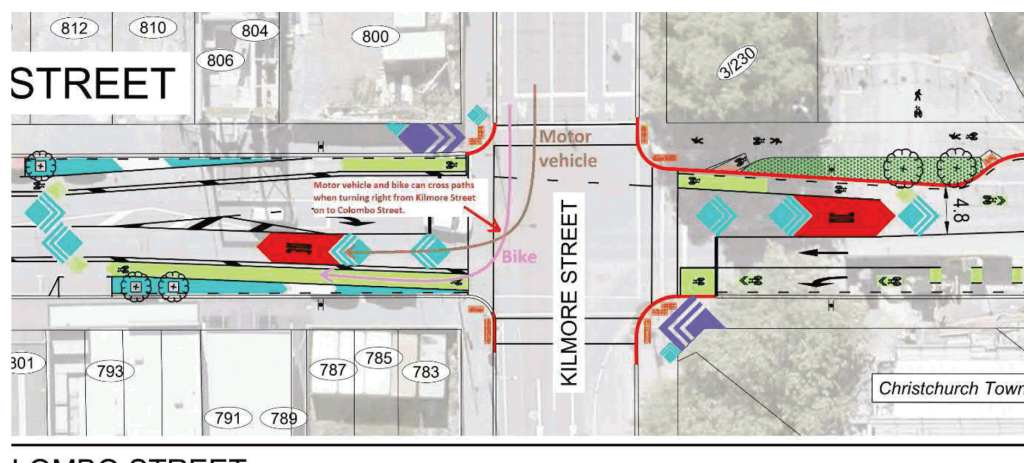


Figure 1 - Cross path turning conflict between bike and motor vehicle.

Finally, here are two screenshots reminding us of the problems in society and why safe cycling infrastructure, safe speeds and education are so important.

Please do not dismiss these as isolated examples, this is a current problem and will continue to be a problem unless we have leadership like yourselves stepping up and pushing for a better future for people.





Figure 2 - A parent scared to bike themselves or teach their child to ride a bike.

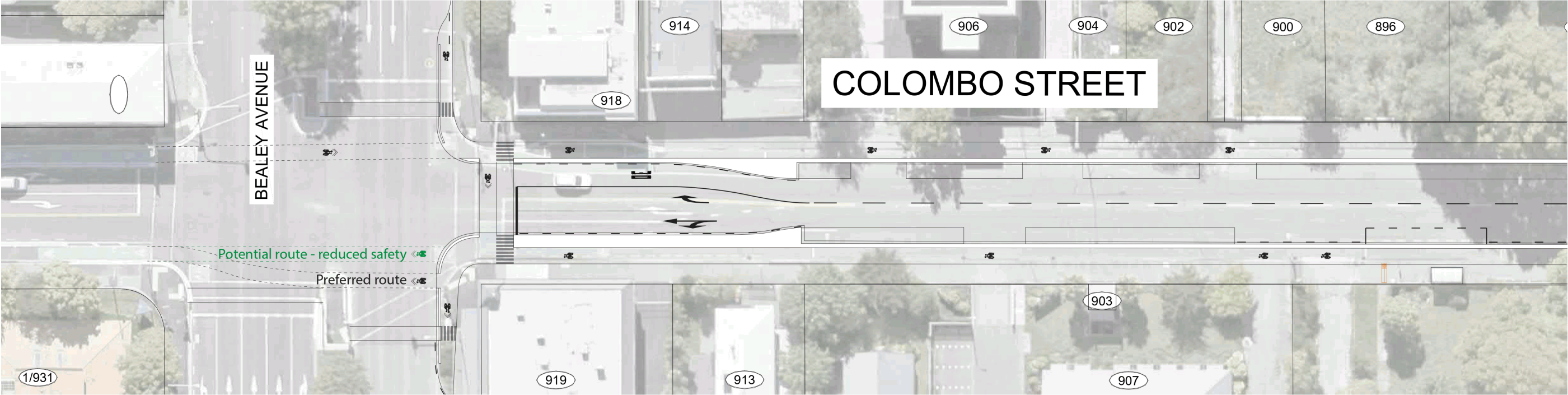
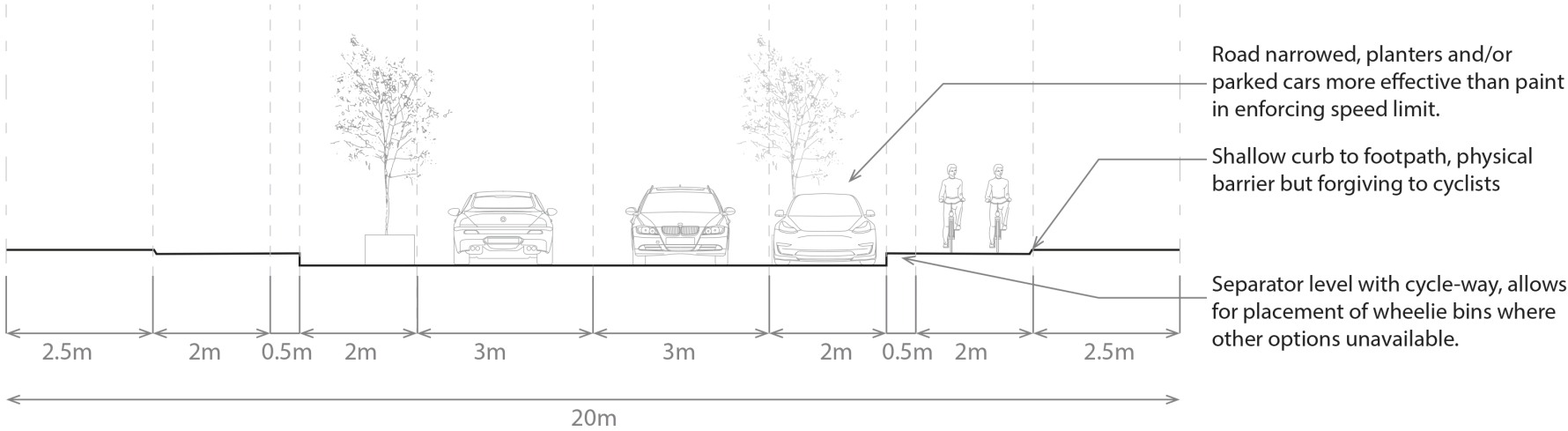


Figure 3 - Imagery threatening people riding bikes (fortunately this was removed).

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35493	have some concerns	<p>Would recommend 30kmph whole length of section of Colombo St under review = consistency.</p> <p>Feel cycle lanes are too narrow at 1.6m and 1.5m (painted buffer will probably be slippery ) need 1.8m minimum rideable.</p> <p>Trilled to see some action on links from existing cycling routes into/through the central city as requested several annual plans ago.</p> <p>Support softening of streetscape with trees but please ensure they are watered over summer. We lost two on our street renovation of North Avon Rd due to lack of water which was sad as they are not cheap.</p> <p>Recommend the lights at the southern side of Bealey Ave be the same as on the northern side to protect cyclists from left turning traffic. Traffic often stops on cyclist advance boxes so moving the cycling lane between the traffic lanes will not work either.</p>			Joy Burt	Richmond
35494	have some concerns	<p>I am in general support of the Colombo Street Cycle-Route Connection, in recognition of the benefits Christchurch will reap in future from a more accessible city. I do, however, have the following concerns with the proposed designs:</p> <ul style="list-style-type: none"><li>• The design lacks any continuity or coherence with the newly constructed Papanui Parallel Cycleway, two of the most important factors in cycleway design. This design would see 3 completely different typologies of cycle infrastructure within a 1km stretch of Colombo Street.</li><li>• On a major cycling route painted lanes seems to work contrary to the Vision Zero policy adopted by the New Zealand Government in December 2019, particularly when considering Vision Zero Principles 01; “We promote good choices but plan for mistakes”, and 02; “We design for human vulnerability” (New Zealand Government 2019, 4). In the proposed design, while road traffic speeds are limited to the safer 30km/h (which I fully support), the cycle lanes place cyclists within an area where drivers are foreseeably going to make the mistake of opening their door into a cyclist. In this situation the painted lanes enforce the notion that cyclists must stick within that area.</li><li>• Christchurch City Council's own Streets and Spaces Design Guide (with CERA) highlights the importance of Designing “space to facilitate eye contact between users” at intersections (2015, 33). This is incredibly important for the safety of cyclists regarding turning vehicles. Only at the intersection with Bealey Avenue, is (painted) protection (with no separation) provided for cyclists from left-turning vehicles. This again creates a margin for error where drivers will foreseeably forget to check their blind spots for cyclists before merging across the cyclists' direction of travel. Several cyclists in Christchurch have been killed in incidents due to this, and these incidents undoubtedly also have huge impacts on the drivers, who because of a split-second decision, end somebody's life. Importantly, just last year a 19 year old cyclist was killed in a 30km/hr zone by a left turning truck (while traveling on a separated cycle path) (Guildford and Kitchin 2019).</li></ul> <p>In conclusion, while any cycle infrastructure is vastly better than none, designs that lack basic safety elements for the cyclist, and are composed of a confusing mish-mash of cycle-infrastructure typologies, retain priority for motor-vehicles and will continue to discourage some of the more safety-oriented residents from cycling. The design is not innovative, and is reminiscent of Dutch infrastructure that was being removed and improved (generally considered lower-quality) when I lived in Eindhoven, The Netherlands in 2019.</p> <p>I have included attached a suggestion on how part of the route could be designed to encompass what I have mentioned above.</p> <p>CERA, Christchurch Central Development Unit, and Christchurch City Council. 2015. 'Christchurch Central Streets &amp; Spaces Design Guide: Technical Guidance'. <a href="https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-">https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-</a></p>			Joshua Campbell-Tie	Burnside

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>Plans/StreetsAndSpacesDesignGuideTechnical.pdf.</p> <p>Guildford, Jonathan, and Tom Kitchin. 2019. 'Christchurch Teen Fatally Hit by Truck Lived "the Fullest Life"'. Stuff. <a href="https://www.stuff.co.nz/national/117044552/christchurch-barber-student-cycling-to-course-when-fatally-struck-by-truck">https://www.stuff.co.nz/national/117044552/christchurch-barber-student-cycling-to-course-when-fatally-struck-by-truck</a> (October 4, 2020).</p> <p>New Zealand Government. 2019. 'Road to Zero: Action Plan 2020-2022'. <a href="https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf">https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf</a>.</p> <p>Attachment</p>				

Submitter #35494



- Cycle crossings set back by 5m from intersection, protected by re-aligned curb. Tighter turn radius forces driver to slow, when they cross cycle route driver is perpendicular to cyclist, allowing both to make eye-contact with minimal effort. 5m = rough length of car. If wider turning circle is required for heavy vehicles turning lane can be set-back further.

-Wheelie bin placement issues could be addressed with designated areas between carparks or use of wider build-outs at intersections.

-Cycleway is continuous, unimpeded and simple in design. Roadway is also simplified, width enforces speed - weird painted patterns over road not required.



Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35495	do not support the plan	<p>On -road cycle lanes are inherently dangerous and unsafe.</p> <p>Council should have a policy of only implementing protected cycleways.</p> <p>The proposed designs are insufficient to force the required &lt;= 30kmh (preferably 20kmh) operating speed of vehicles to stop cyclist/pedestrian fatalities. The designs still rely of vehicle driver compliance.</p>			David Robinson	Halswell
35496	support the plan	<p>A very welcome connection between the excellent cycle lane north of Bealey Ave and the central city.</p> <p>Please add a phase for cyclists going north to the traffic lights at Bealey Ave.</p>			Dave Evans	Waltham
35497	have some concerns	<p>Need to install concrete kerb as implemented on the north of Bealay Ave section of cycleway</p> <p>for consistency and associated safety and separation of cyclists on a significant cycleway entrance to the city.</p> <p>Reduce further on street parking on Colombo particularly between Salisbury and Kilmore, plenty of parking on Peterborough either side of Colombo ( same concept as Salisbury Street as parking option for Victoria Street shops.</p> <p>Need to consider speed limits on neighbouring streets as they will be preferred by vehicles as a faster through route to the city eg Manchester Street, to encourage use of one way system. Support Peterborough Street reduction to 30km as effectively a slow street due to angle parking movements and Forte hospital site access and egress restrains speeds currently.</p>			Jeff Lyng	Chch Central
35498	support the plan				Brian Darlow	Christchurch
35499	support the plan	<p>Definitely support the cycleway, the reduction in the speed limit and the use of trees in plater boxes to give visual cues to look for other road users.we really need to change drivers' perceptions of roads only being for cars to drive fast on, for the safety of both cyclists and pedestrians. We need to reshape all our roads ro encourage cos of transport other than the private car- climate change makes this an imperative and the current time increase in cycling makes this the time for action.</p>			Caroline Syddall	Mt Pleasant
35500	support the plan	<p>I am always impressed by how many people cycle in Chch. I know that even more would if the streets were safer. This project would make it a lot safer, and with its many connections to other cycle routes it would encourage many more people out of their cars and onto their bikes . This would be to the benefit of council spending in the long run, as well as climate change and health benefits.</p> <p>As a cyclist I would like to point out to shop owners that losing parking spaces is not a problem, we cyclists make very good customers, and can easily stop right outside their businesses !</p>			Prue Stringer	Heathcote
35502	support the plan	<p>I am ao pleased to see these plans as cycling along this section of Colombo street is my least favourite part of inner city cycling. I really look forward to the completion of the project to Kaiapoi &amp; Rangiora as such a trip will make for a wonderful weekend of cycling.</p>			Jocelyn Papprell	Christchurch
35503	support the plan	<p>I support the extension of the cycleway along Colombo St south of Bealey Ave. The existing situation, where a safe, high quality cycleway simply terminates at Bealey Ave, leaving cyclists on a 50kph road, is poor.</p> <p>I support the speed limit reduction to 30kph on Colombo St. Madras St and Durham St still provide main north/south routes for motorists.</p> <p>I support the painted bike lanes on Colombo St. I've found the recent single white painted lines marking bike lanes on Madras St and Barbadoes St north of Bealey Ave, and along Bealey Ave, have made a big difference for me as a cyclist.</p>			Colin Looser	Mairehau

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
		<p>Having a slightly wider painted barrier and other road markings to remind road users about cyclists is a "nice to have" for me, and I think this will further increase safety for cyclists.</p> <p>I have no strong opinion about other paint/patterns on the road surface. Hopefully this has the intended effect.</p> <p>I like the idea of more trees, and using planter boxes to allow some to be moved easily in the future sounds sensible.</p> <p>I request that the road surface, especially in the bike lanes, is of a good quality. I recall there are some cracks and dips, and these may be harder to avoid as a cyclist if painted over or when a cyclist now feels expected to remain within the bike lane.</p> <p>I request that, where traffic light changes are triggered by sensors in the road, those sensors cover the bike lanes.</p> <p>I have minor concerns about the number of cycle stands. It's a little difficult to tell from the consultation PDF, but it appears two sets of cycle stands are intended to be installed (one on either side of Colombo St, just south of Peterborough St). I support this, and this is perhaps adequate for the shops between Kilmore St and Peterborough St (and maybe up to Salisbury St), although a few more along this stretch would be welcome. I'm certainly keen for something better than locking up to a parking limit sign pole and hoping the wind or ground vibration from a vehicle doesn't cause my bike to roll and bump into a parked car.</p> <p>I have some concerns with the proposed situation heading south of Kilmore St, where, as far as I can tell, the bike lane merges into a single traffic lane. This is roughly the current situation, however the new safer cycleway will encourage new riders who may find themselves forced into a merge with vehicles. While it is possible to exit the road at the Kilmore St corner (onto the shared path), a cyclist could be past this point before realising they need to merge, and after that it's not clear if there are easy exits from the road (that aren't blocked by plantings or parked cars).</p>				
35508	have some concerns	<p>Painted cycle lanes should be 1.8m wide (not proposed 1.5 or 1.6m) in order to give good clearance away from parked car doors.</p> <p>Proposed 40km/h section should be 30km/h, consistent with the rest of the proposed street speed limit.</p>			John Arnold	Christchurch
35515	do not support the plan	Removal of 32 street car parks will place pressure on surrounding streets of which I am part of not to mention the effect on existing businesses.			Graham White	Christchurch Central
35523	support the plan				Nathaniel Herz-Edinger	Linwood
35525	support the plan	Any improvement and additions to the cycleways must be applauded in view of re-setting our transport priorities, encouraging cycling as a preferred option to car travel, as well as enhancing safety aspects for cyclists.			Roelien de Jong	Christchurch
35529	have some concerns	<p>The cycle lane widths next to the carparking are too narrow. Great risk is present from a dooring accident with a narrow cycle lane. 1.5m width is unacceptable and should be at a minimum 1.8m as per latest NZTA buffered cycle lane guidance. (<a href="https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN004-buffered-cycle-lane-design.pdf">https://nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/tech-notes/TN004-buffered-cycle-lane-design.pdf</a>)</p> <p>Great work on providing more cycle infrastructure and facilities to the people of Christchurch though! Each piece added is a real asset to the city and we will thank ourselves for it in the years to come. It will be really good to finally have a link from the northern and southern portions of Colombo St.</p>			Joseph Carey	St Albans
35534	support the plan				James Zwaagman	Parklands

Sub ID	I / We	Comments?	Name of organisation	Your role within organisation	Name	Suburb
35536	support the plan	It is great to see this link to be put in and to see the council willing to experiment with transitional ideas.			Richard Smith	St Martins
35538	have some concerns	My preference is for a properly separated bi-directional cycleway but this is certainly a better option that the current situation. The big issue are the parked car doors opening into the cycle lane which is quite narrow. The Bealey Avenue corner needs more protection from cars. Removing the car park at 918 and allowing the cycleway to be behind protection for a few meters before joining the road again would help. Better protection for cycles from left turning cars into Bealey Ave towards Hagley Park would also help. A cycle light allowing an early start into the intersection might also help. Support 30km the whole route. It will be interesting to trial some of these ideas. Don't forget the cycle road counter.			Anne Scott	Christchurch
35539	have some concerns	I support this proposal. It is better than the current situation. Quite happy with the painted lines as long as the paint is regularly refreshed. The cycleway should be a bit wider to avoid car doors opening.			Jill Scott	Christchurch
35541	have some concerns	<p>This is a short but critical link of the cycling network yet to be completed, and I am very much in support of it! However, there are a few aspects I would like to see reconsidered please.</p> <p>Firstly, some greater protection for northbound cyclists approaching the Bealey Ave intersection would be fantastic please. Whether that be a ban on left-turning vehicles, or providing a separate phase for cyclists to cross (or otherwise), some protection from left-turning vehicles would be ideal.</p> <p>Secondly, wider cycle lanes would be preferred, as 1.5m for the northbound lane is considerably narrower than the desirable minimum of 1.8m in the NZTA's 2020 Cycling Network Guidance standards, and the CCC's 2013 Cycle Design Guidelines.</p> <p>Thirdly, while it might be outside of the project's scope, it would be great to see parking removed from Colombo St bridge to allow for wider footpaths, much like how Hereford St bridge has been recently done, as well as Montreal, Manchester, and Durham bridges.</p> <p>I appreciate the Council's continued commitment to establishing a cycle-friendly city, and I look forward to using this improved link soon!</p>			Adam Lines	Sumner
35543	support the plan				Kevin Searle	Westmorland
35558	support the plan				Rohan van Soest	Parklands

## **6. Hearing of Submissions / Ngā Tāpaetanga**

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters will be published as a separate attachment.

## **7. Consideration and Deliberations/ Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero**

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

## **8. Hearings Panel Recommendations/ Ngā Tūtohu o Te Tira Tauaki**

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Colombo Street Cycle Route Connection to the Linwood-Central-Heathcote Community Board and to the Council.