

**Waikura/
Linwood-Central-Heathcote Community Board
AGENDA**

Notice of Meeting:

An ordinary meeting of the Waikura/Linwood-Central-Heathcote Community Board will be held on:

Date: Wednesday 17 February 2021
Time: 4.30pm
Venue: The Board Room, 180 Smith Street,
Linwood

Membership

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

12 February 2021

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
941 6663
arohanui.grace@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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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

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

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Karakia Whakamutunga

Karakia Timatanga

1. Apologies / Ngā Whakapāha

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

2. 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.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Waikura/Linwood-Central-Heathcote Community Board meeting held on [Monday, 1 February 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions / Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

Waikura/ Linwood-Central-Heathcote Community Board OPEN MINUTES

Date: Monday 1 February 2021
Time: 3.30pm
Venue: The Board Room, 180 Smith Street,
Linwood

Present

Chairperson	Alexandra Davids
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Michelle Lomax
	Jake McLellan
	Jackie Simons
	Sara Templeton

1 February 2021

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Timatanga: <Enter Name>

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved LCHB/2021/00001

That an apology for lateness from Yani Johanson be accepted.

Jackie Simons/Darrell Latham

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

Tim Lindley declared an interest in Item 9 of Te Ara Ihutai Christchurch Coastal Pathway - Moncks Bay section and took no part in the Board's discussion or voting on this item.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Community Board Resolved LCHB/2021/00002

That the minutes of the Waikura/Linwood-Central-Heathcote Community Board meeting held on Monday, 30 November 2020 be confirmed subject to the following amendments

1. Item 5.1 - the spelling of Kate Boveu be corrected to read Kate Bovett.
2. Item 19 – Replace Friends of Edmunds Gardens with Charleston Neighborhood Association.
3. Item 19.6 - the spelling of Edmonds be corrected to read Edmunds.

Michelle Lomax/Sara Templeton

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Outdoor Swimmers' Club

Daniel Abel, Chairperson and David Brown, Deputy Chairperson of the Outdoor Swimmers' Club outlined to the Board a project the club is running at Waltham Pool, the benefits of morning access to Waltham Lido Pool and how the Board can help ensure continuity of this opportunity.

Messrs Abel and Brown requested the Board's support in reducing their costs to run the Club's activities at the pool and for extending the pool opening hours.

After questions from the Board members, the Chairperson thanked Messrs Abel and Brown for their Public Forum presentation.

The Board agreed to request staff advice on:

1. Reducing the costs to the Outdoor Swimmers' Club to use the Waltham Summer Pool and providing pool reception services.
2. Grants and funding schemes that the Outdoor Swimmers' Club could access to enable the club to run its programme for five years.
3. Extending the season to start in October and finish in April each year at Waltham Summer Pool.
4. To provide promotion of the Outdoor Swimmers Club activities.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

5.1 Poulton Avenue Trees

Mr David Duffy, a Richmond resident, discussed with the Board regarding added protection for the Poulton Avenue trees from damage by vehicles parking too close to them. There had been protection provided around the trees in the past however, that protection is now aged and not protecting the trees. Mr Duffy tabled photos showing the damage to some of the trees.

After questions from the Board members, the Chairperson thanked Mr Duffy for his deputation.

Item 16 of these minutes refers.

Attachments

- A Linwood-Central-Heathcote - Public Forum: Poulton Avenue Trees - 1 February 2020

6. Presentation of Petitions / Ngā Pākikitanga

Part B

7. Election of Community Board Deputy Chairperson

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the information in the report.
2. Adopts by resolution, which system of voting it will use to elect a Deputy Chairperson, that is System A or System B.
3. Proceeds to elect a Community Board Deputy Chairperson.

Community Board Resolved LCHB/2021/00003

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the information in the report.
2. That System B be the system of voting used to elect a Deputy Chairperson.

Sara Templeton/Darrell Latham

Carried

The Chairperson called for nominations for the position of Deputy Chairperson for the Waikura/Linwood-Central-Heathcote Community Board.

Michelle Lomax was nominated by Jackie Simons, seconded by Jake McLellan.

No further nominations were received.

Community Board Resolved LCHB/2021/00004

Part C

That the Waikura/Linwood-Central-Heathcote Community Board elect Michelle Lomax as the Deputy Chairperson of the Waikura/Linwood-Central-Heathcote Community Board for the remainder of the 2019-22 term.

On being put to the meeting the motion was declared **carried** by Division One by 5 votes to 0 votes the voting being as follows:

For: Sunita Gautam, Yani Johanson, Michelle Lomax, Jake McLellan and Jackie Simons.

Abstained: Alexandra Davids, Darrell Latham, Tim Lindley and Sara Templeton.

Against: Nil.

Jackie Simons/Jake McLellan

Carried

8. Community Board Meeting Schedule 2021

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Adopts the following meeting schedule from 1 February to 6 December 2021:

Date	Time	Date	Time
Wednesday 17 February	4.30pm	Wednesday 14 July	4.30pm
Wednesday 3 March	3.30pm	Wednesday 4 August	4.30pm
Wednesday 17 March	3.30pm	Wednesday 18 August	4.30pm
Wednesday 31 March	4.30pm	Wednesday 1 September	4.30pm
Wednesday 14 April	4.30pm	Wednesday 15 September	4.30pm
Wednesday 28 April	4.30pm	Wednesday 6 October	4.30pm
Wednesday 12 May	4.30pm	Wednesday 20 October	4.30pm
Wednesday 2 June	4.30pm	Wednesday 3 November	4.30pm

Wednesday 16 June	4.30pm	Wednesday 17 November	4.30pm
Wednesday 30 June	4.30pm	Thursday 2 December	4.30pm

2. Agrees that every meeting will host a Public Forum.
3. Notes that briefings will held on the Wednesdays on the alterative week of Board meetings, except where a month has five Wednesdays.
4. Notes that the Community Governance Manager and the Community Board Chairperson have been delegated the ability to amend the ordinary meeting schedule, as required.

Community Board Resolved LCHB/2021/00005

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Adopts the following meeting schedule from 1 February to 6 December 2021:

Date	Time	Date	Time
Wednesday 17 February	4.30pm	Wednesday 14 July	4.30pm
Wednesday 3 March	3.30pm	Wednesday 4 August	4.30pm
Wednesday 17 March	3.30pm	Wednesday 18 August	4.30pm
Wednesday 31 March	4.30pm	Wednesday 1 September	4.30pm
Wednesday 14 April	4.30pm	Wednesday 15 September	4.30pm
Wednesday 28 April	4.30pm	Wednesday 6 October	4.30pm
Wednesday 12 May	4.30pm	Wednesday 20 October	4.30pm
Wednesday 2 June	4.30pm	Wednesday 3 November	4.30pm
Wednesday 16 June	4.30pm	Wednesday 17 November	4.30pm
Wednesday 30 June	4.30pm	Thursday 2 December	4.30pm

2. Agrees that every meeting will host a Public Forum.
3. Notes that briefings will held on the Wednesdays on the alterative week of Board meetings, except where a month has five Wednesdays.
4. Notes that the Community Governance Manager and the Community Board Chairperson have been delegated the ability to amend the ordinary meeting schedule, as required.
5. That the Board Chairperson and Deputy Chairperson work with governance staff to hold Board meetings at alternative venues within the Board area.

Tim Lindley/Michelle Lomax

Carried

5. Deputations by Appointment / Ngā Huinga Whakaritenga continued

5.2 Te Ara Ihutai Christchurch Coastal Pathway - Moncks Bay section

Rodger Townsend, resident of Main Road, Moncks Bay, addressed the Board regarding Clause 9 - Te Ara Ihutai Christchurch Coastal Pathway - Moncks Bay section. Mr Townsend outlined his safety concerns regarding entering and exiting his driveway owing to poor visibility. Large

power poles obstruct the view of oncoming cyclist traffic. He suggested as a possible solution these could be replaced with light standards.

After questions from the Board members, the Chairperson thanked Mr Townsend for his presentation.

Item 9 of these minutes refers.

9. Te Ara Ihutai Christchurch Coastal Pathway - Moncks Bay section

Board Comment

1. The Board, in its deliberations, took into account the deputation from Roger Townsend (Item 5.2 of these minutes refer).
2. The Board acknowledged the work of the Coastal Pathway Group's Treasurer, Tim Lindley, in formulating a funding application to the national government's "shovel-ready" projects.

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the information within and attached to the report, and considers the submissions made as part of the public consultation process;
2. Approves that staff proceed with detailed design and construction, of the works as shown (excluding speed limit change) in the scheme plan (Attachment A & B);
3. That the Waikura/Linwood-Central-Heathcote Community Board recommends to the Council:
 - a. To approve the adoption of the speed limit changes as shown in Attachment A & B; and
 - b. That the detailed traffic resolutions required for implementation of the project are referred to the Chair and Deputy Chair of the Urban Development and Transport Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

Community Board Resolved LCHB/2021/00006

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the information within and attached to the report, and considers the submissions made as part of the public consultation process;
2. Approves that staff proceed with detailed design and construction, of the works as shown (excluding speed limit change) in the scheme plan Attachment A & B attached to the meeting agenda report;
3. Requests staff to investigate visibility for residents leaving 252 Main Road and neighbouring properties, and address the issues through detailed design and advise the Community Board.

Part A

4. That the Waikura/Linwood-Central-Heathcote Community Board recommends to the Council:
 - a. To approve the adoption of the speed limit changes as shown in Attachments A & B attached to the meeting agenda report; and
 - b. That the detailed traffic resolutions required for implementation of the project are referred to the Chair and Deputy Chair of the Urban Development and Transport Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

Sara Templeton/Darrell Latham

Carried

10. Te Pou Toetoe: Linwood Pool - Pedestrian kerb buildouts on Linwood Ave

Community Board Resolved LCHB/2021/00007 (Original staff recommendations accepted without change)

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approve the kerb buildouts as detailed on Attachment A to the agenda report.
2. Approve that any existing parking or stopping restrictions on the southwestern side of the northwest bound one-way section of Linwood Avenue commencing at a point 62 metres northwest of its intersection with Smith Street and extending in a northwesterly direction for a distance of 16 metres be revoked.
3. Approve that the stopping of vehicles be prohibited at all times on the southwestern side of northwest bound one-way section of Linwood Avenue commencing at a point 62 metres northwest of its intersection with Smith Street and extending in a northwesterly direction for a distance of 16 metres.
4. Approve that any existing parking or stopping restrictions on the northeastern side of the northwest bound one-way section of Linwood Avenue commencing at a point 62 metres northwest of its intersection with the prolongation of the northwestern kerb line of Smith Street and extending in a northwesterly direction for a distance of 16 metres be revoked.
5. Approve that the stopping of vehicles be prohibited at all times on the northeastern side of the northwest bound one-way section of Linwood Avenue commencing at a point 62 metres northwest of its intersection with the prolongation of the northwestern kerb line of Smith Street and extending in a northwesterly direction for a distance of 16 metres.

Tim Lindley/Jackie Simons

Carried

11. Otākāro Avon River Corridor Programme Update

Community Board Resolved LCHB/2021/00008

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the information in the Otākāro Avon River Corridor Programme Update report.

Jackie Simons/Michelle Lomax

Carried

Attachments

- A OARC Programme update - 1 February 2021

The meeting adjourned at 5.27pm and reconvened at 5.36pm.

12. Waikura/Linwood-Central-Heathcote 2020/21 Youth Development Fund Application - Amy Brown

Community Board Resolved LCHB/2021/00009 Original staff recommendation accepted without change.

Part C

That the Waikura/Linwood-Central-Heathcote Community Board resolve to:

1. Approve a grant of \$200 from its 2020-21 Youth Development Fund to Amy Brown towards competing in the New Zealand Juggling and Circus Festival in Nelson from the 19 to the 21 February.

Darrell Latham/Sunita Gautam

Carried

13. Waikura/Linwood-Central-Heathcote 2020/21 Discretionary Response Fund Applications - Sumner Community Residents' Association and Mt Pleasant Memorial Community Centre & Residents' Association

Community Board Resolved LCHB/2021/00010 Original staff recommendations accepted with change.

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$15,000 from its 2021-21 Discretionary Response Fund to Sumner Community Residents Association towards the Sumner Skate Ramp project.
2. Approves a grant of \$4,000 from its 2020-21 Discretionary Response Fund to Mt Pleasant Memorial Community Centre and Residents Association Incorporated towards the community market storage space.

Sara Templeton/Sunita Gautam

Carried

14. Waikura/Linwood-Central-Heathcote 2020/21 Discretionary Response Fund Application - Ōpāwaho (Lower Heathcote) River Working Party Project Costs

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$30,000 from its 2020-21 Discretionary Response Fund to Council Technical Services and Design towards the Ōpāwaho (Lower Heathcote) River Working Party Plan.

Community Board Resolved LCHB/2021/00011

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves a grant of \$40,000 from its 2020-21 Discretionary Response Fund to Council Technical Services and Design towards the Ōpāwaho (Lower Heathcote) River Working Party Plan.

Tim Lindley/Sunita Gautam

Carried

15. Christ Church Cathedral Reinstatement Resource Consent Application – Confirmation of the submitted Board Comment

Community Board Resolved LCHB/2021/00012 Original staff recommendation accepted with change

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Confirms the Waikura/Linwood-Central-Heathcote Community Board's comment on the Christ Church Cathedral Reinstatement Order, submitted in November 2020.

Jackie Simons/Sunita Gautam

Carried

16. Waikura/Linwood-Central-Heathcote Community Board Area Report - January 2021

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receive the Waikura/Linwood-Central-Heathcote Community Board Area Report for February 2021.

Community Board Resolved LCHB/2021/00013

Part B

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receives the Waikura/Linwood-Central-Heathcote Community Board Area Report for January 2021.
2. Agrees to have a stall at the upcoming Estuary Fest to be held on 27 February 2021 at McCormacks Bay Reserve.
3. Agrees that a small stakeholders feedback/comments consultation be implemented on the alternative route for the Green Edge Pathway.
4. Requests staff advice on the Council's skate park renewal programme.

5. Requests a Board briefing on the Ferry Road Masterplan focusing on the Charleston/Phillipstown actions.
6. Agrees to have focused consultations on the Council's Draft Long Term Plan including attending local events, breakfast meetings and mall stalls.

Sara Templeton/Jake McLellan

Carried

17. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

The Board exchanged information on the following:

17.1 Fire Hazards

The Board acknowledged the efforts and hard work of the Fire Services recently in the Heathcote Ward. There has been loss of established plantings. The community has commented that the fires have cleared off scrub and is an opportunity for new plantings.

The Board discussed how the community can report potential fire hazards to the appropriate authorities.

The Board agreed to request staff to provide an article in the Board newsletter outlining how to report potential fire hazards to the appropriate authorities.

17.2 Landscaping on Property Boundaries in Rockfall Areas

The Board discussed properties affected by this project as the rocks placed by a landscaper may pose a risk in an earthquake event.

The Board agreed to request staff advice on the use of large landscaping boulders and structures being placed on steep streets on property boundaries.

Attachments

- A Linwood-Central-Heathcote - Elected Members Exchange: Solares Avenue Rocks - 1 February 2020

17.3 Board Project: Improving Bromley's roads, parks and infrastructure

The Board were advised that the Bromley traffic project has been delayed.

The Board agreed to request staff to send a letter to the attendees of the Bromley community meeting regarding the delay in the Bromley traffic project.

17.4 Residential Red Zone and Ōtākaro Avon River Corridor Programme

The Board discussed the ability for the community to provide feedback, on the detailed plans regarding the Residential Red Zone and Ōtākaro Avon River Corridor Programme. The

Richmond/Dallington communities have recently voiced concern on the proposed stopping of River Road, and questioned what this means for the provision of access to the local daycare and other parts of the Residential Red Zone.

1. The Board agreed to request staff advice on the decision making processes on matters pertaining to Residential Red Zone and Ōtākaro Avon River Corridor Programme.
2. The Board agreed to request staff advice on how the community views are included in the aspects of the detailed design of projects within the Residential Red Zone and Ōtākaro Avon River Corridor Programme for bridges, road closures and cycleways.

Karakia Whakamutunga

Meeting concluded at 7.00pm.

CONFIRMED THIS 17th DAY OF FEBRUARY 2021.

ALEXANDRA DAVIDS
CHAIRPERSON

7. Correspondence

Reference / Te Tohutoro: 21/153524

Report of / Te Pou Liz Beaven, Community Board Adviser

Matua: liz.beaven@ccc.govt.nz

General Manager / Mary Richardson, Citizens and Community

Pouwhakara: mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Roger Townshend	Te Ara Ihutai Christchurch Coastal Pathway – Moncks Bay
Eddie Hayes	320a Cumnor Terrace – Proposed Development
Christchurch Coastal Pathway Group	Blocking of the Coastal Pathway

2. Officer Recommendations / Ngā Tūtohu

That the Linwood-Central-Heathcote Community Board:

1. Receive the information in the correspondence report dated 17 February 2021

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	R Townshend - Te Ara Ihutai Christchurch Coastal Pathway - Moncks Bay Section	18
B ↓	E Hayes - 320a Cumnor Terrace Proposed Development	22
C ↓	Christchurch Coastal Pathway Group - Blocking of Pathway	25

Subject: FW: Waikura/Linwood-Central-Heathcote Community Board - Deputation

From: Roger townshend
Sent: Tuesday, 9 February 2021 11:14 AM
To: Beaven, Liz <Liz.Beaven@ccc.govt.nz>
Subject: Re: Waikura/Linwood-Central-Heathcote Community Board - Deputation

Hello Liz,

Thank you for allowing me to speak at the board meeting regarding the changes to roading in Moncks Bay required for the last section of the coastal pathway to be completed. I appreciated being listened to and the feedback on my thoughts from the board.

As I put forward I am extremely concerned at entrance and exit to the existing homes along Main road between Cliff street and the pump station. Removal of the existing parking outside of these property's and therefore the cycle way and the roadway ending up at the footpath edge pose some specific and very dangerous problems for residents, cyclists and motorists alike.

From our own point of view at 252 Main rd, entry and exit to our property will be very difficult and present very dangerous situations for all of the above people.

As I mentioned we do have a motorised gate for vehicle entry and exit to our property, this even with its commercial grade motor takes a bit of time to open. For us to back into our property through our gate is going to be virtually impossible if we are coming from town we would have to do a U turn and park in the cycle lane and some of the car lane waiting for the gate to open before we could back in. The result of that is dangerous and will result in cyclists having to swerve well into the traffic lane to get around us, the same applies when coming from Summer we would be parked in the cycle and car lane for a bit of time, with the same potential dangerous situation developing.

This means that no matter what we will have to drive in, and therefore be backing out of our driveway into the cycle lane and the traffic lane.... by the time we can see down the road towards Sumner, our vision of cyclists and to some degree motorists is blocked by the large power pole to the East (photos attached) It is only a very short period of time before we will, sight unseen, back unsighted into the cycle lane in front of a cyclist who will either end up in the side of our car or our swerve into the traffic lane with a potentially very bad or even fatal result. Bear in mind that we are unsighted by our fence initially when backing out and then when we can see to the East the power pole impedes our vision. Cyclists in their groups are not always concentrating that well and are frequently going past us at 40kph, the advent of E Bikes also adds to the speed and number using this route into town.

There are many safety issues here and obviously difficult situations for us getting in and out of our property's that hugely increase the chance of an accident with a cyclist, car, or both. By leaving the power pole/poles in a critical point of vision and considering the other vision constraints that exist we would have a nonsensical and just plain dangerous situation.

My request and that of the other property owners along this short stretch is that the pole or poles be removed. Further West on Main road there are only light poles that are much thinner and set back towards the property's ie moved back from the road edge of the footpath. The result of that is a big increase in vision and in safety for all.

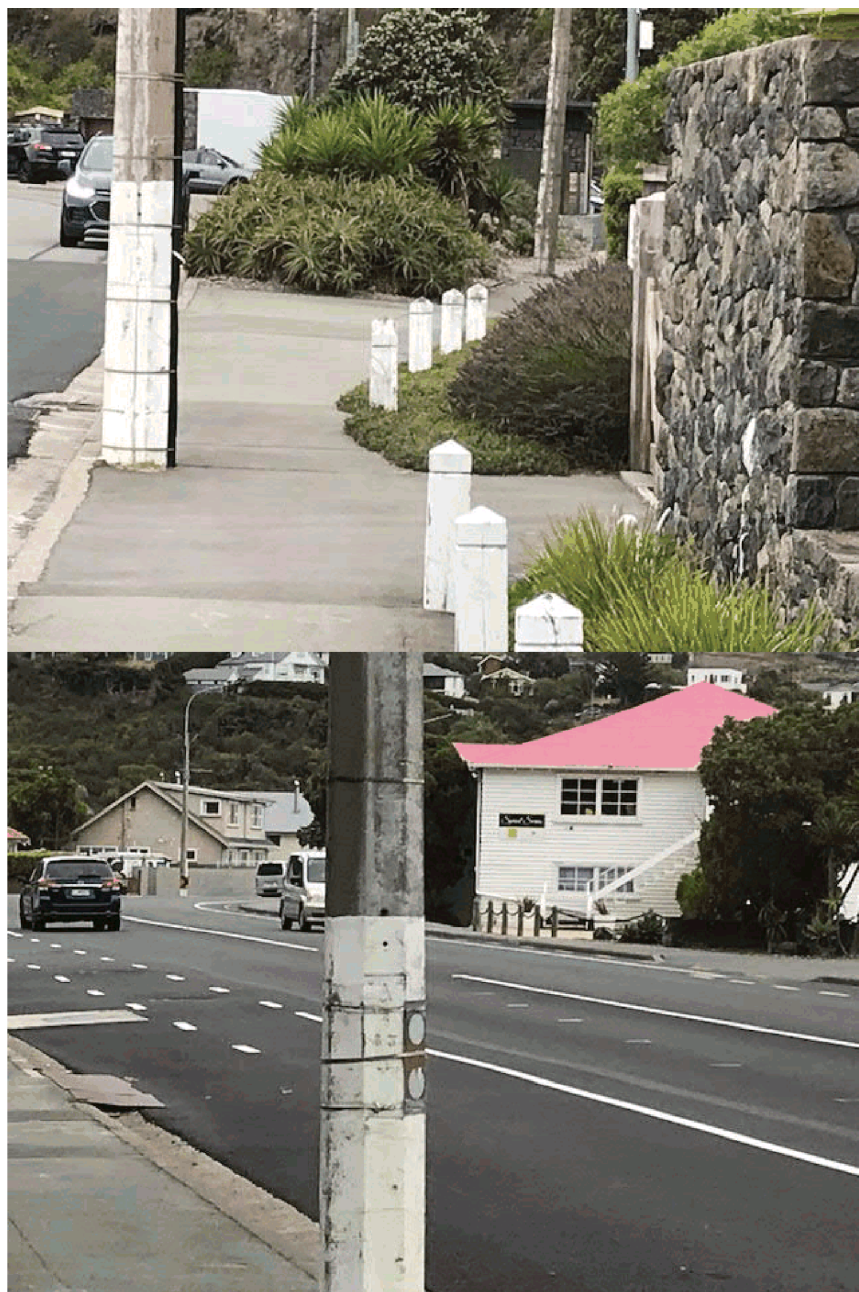
It is worth noting we lie directly between 2 corners with only a short distance from each until vehicles are travelling directly past and very close to our exit and entry points from our homes.

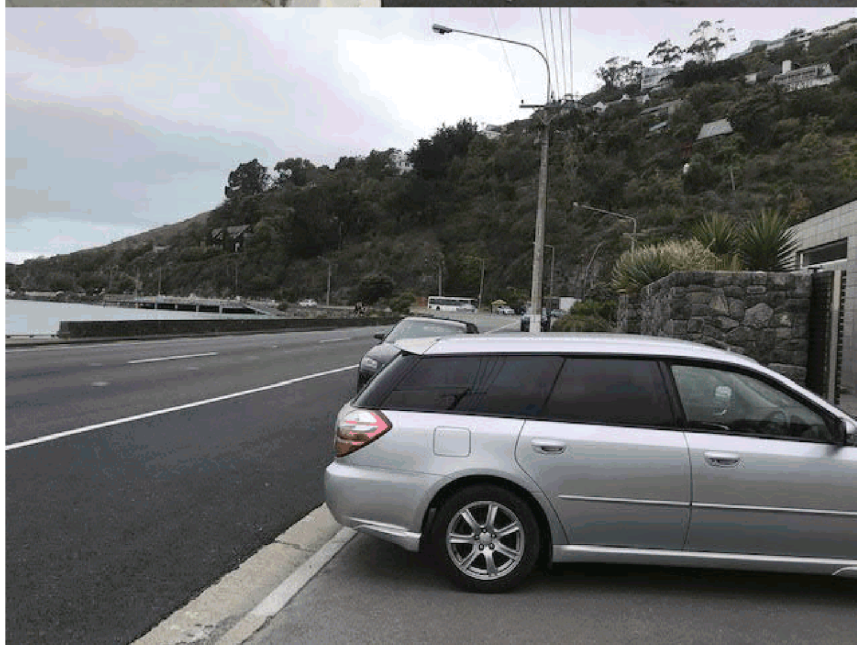
We also will have to sit in the middle of the road or across the footpath, cycle lane, and a bit of the car lane even when we drive forwards into our property waiting for our gate to open very awkward for everyone but we realise that is what it is and not much can be done about that....Vision is the problem.

Please address this issue, we realise there is a cost involved to remove the poles but the potential cost to people is far greater.









Kind regards Roger Townshend

1/78 Barton Street
Woolston
Christchurch 8023

027 781 1348

eddie.hayes17@gmail.com

11 February 2021

Dear Chair, councillors, and members of the Linwood-Central-Heathcote Community Board,

I am writing to express my concern about the industrial development being planned for 320A Cumnor Terrace. This property is located adjacent to Tunnel Road on the east, and is bounded by the Heathcote River on the north and west. To the south it shares a boundary with other industrial (general) zoned property.

My concern is the loss of amenity value to people who live along Long Street or, like me, walk the tracks (Opawaho and Kennard) around that part of the Heathcote on a regular basis. An industrial development will likely block a significant amount of the beautiful view of the Port Hills from parts of Long Street and completely from the track on the side of the river adjacent to 320A Cumnor Terrace.

I would like to request an urgent investigation into alternative options for this parcel of land. Part of the reason I love living in this area is the view of the Port Hills while I am out walking my dog. Since the bridge across the Heathcote at the southern end of the Woolston Cut near the end of Long Street was opened for walkers, cyclists, runners and horse riders to use, I have seen many people using the tracks along that side of the river. The unimpeded view of the hills is a highlight of my walks along that track, heading towards Cumnor Terrace in a roughly south-westerly direction.

On the other side of Tunnel Road, immediately opposite 320A Cumnor Terrace, is the Tunnel Road reserve. This has an unimpeded view of the hills, and if this reserve was extended across a part of 320A Cumnor Terrace with its southern extent running at least 100m from the part of the river along the Barton Street to Woolston Cut section of Long Street, it would mitigate a significant amount of the impact of buildings at 320A Cumnor Terrace on the view.

I have lived in this part of Woolston for eleven years. In this time we have experienced nasty smells from the Gelita Factory, Independent Fisheries and the sheepskin factory. This already existed when I moved in, and was compounded by the earthquakes. Last year's Alert Level 4 COVID-19 lockdown took all the industrial noise away for over four weeks. It was quite astonishing how quiet the area became without all that background noise. As residents who moved in after the factories opened, we always expected and accepted the impact of the existing industrial area. However, this development at 320A Cumnor Terrace is new and unwelcome without significant work to mitigate the potential loss of that beautiful view of the hills.

I have attached some photographs I have taken on my walks around the area. Photos 1 & 3 show the view from Long Street, near the Woolston Cut. Photos 2 & 4 are view of 320A Cumnor Terrace from Kennard Track, taken a couple of months ago and this week since the temporary road has been bulldozed into the property. I hope that you will see what I mean about the likely loss of amenity value.

Yours sincerely,



Eddie Hayes







Date: 14 December, 2020
From: Hanno Sander, Chair Christchurch Coastal Pathway Group
To: Linwood Central Heathcote Community
Subject: Blocking of the Coastal Pathway

Dear board members,
On behalf of the Christchurch Coastal Pathway Group I would like to add to the memo you've received from Ross Herrett regarding blocking of the Coastal Pathway.

Over the last year people have complained to our group that the path is blocked during private events held at the Sumner Surf Life Saving Club. We've raised this issue at our governance meetings with council staff and attended two meetings with members of the surf club. At the meetings we invited the surf club to address the issue- their proposal is as reported in Ross's memo.

As a group we consider ourselves to be the stewards of the pathway and we've discussed the issue at length in many of our meetings. We wrestled with the difficult position of keeping the path open while considering the needs of our community. We accept that there are a variety of reasons to temporarily block the pathway for reasons such as emergencies and construction- but we don't want a detour sign to be placed on the pathway during private functions. We therefore passed a resolution that no private entity shall block the coastal pathway. We believe solving this issue now will prevent future problems- especially as the pathway usage grows once it becomes complete. Please consider our position.
Sincerely,

Hanno Sander
Chair Christchurch Coastal Pathway Group

8. Hearings Panel Report to the Waikura/Linwood-Central-Heathcote Community Board on the Colombo Street Cycle Route Connection

Reference / Te Tohutoro: 20/1604311

Report of / Te Pou Councillor Mike Davidson, Hearings Panel Chairperson,
Matua: mike.davidson@ccc.govt.nz

General Manager /
Pouwhakarae:

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Waikura/Linwood-Central-Heathcote Community Board the Hearings Panel recommendations following the consultation and hearings process on the Colombo Street Cycle Route Connection.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Waikura/Linwood-Central-Heathcote Community Board and the Council. The Community Board and the Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires 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.”
- 1.3 The Community Board and the Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the Council Officer report and the written submissions is available in the agenda as follows:

https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF

2. Hearings Panel Recommendations / Ngā Tūtohu o Te Tira Taute

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves the Scheme Design SK001-SK003 dated 19 November 2020, Issue 2 (Attachment A) on the Colombo Street Cycle Connection with the following amendments:
 - a. Requests staff to ensure that there is no reduction in short term parking on Colombo Street in the area immediately south of Bealey Avenue.
2. Approves the following associated detailed traffic resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendation 1a above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls, Stopping and Parking

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, pertaining to traffic controls (including the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the

traffic controls, parking and stopping resolutions described in recommendations b-y below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Stopping and Parking

- b. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.
- c. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a point 12 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 10 metres.
- d. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 22 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- e. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a distance 57 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 36 metres.
- f. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 99 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 3 metres.
- g. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 156 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 25 metres.
- h. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 181 metres south of its intersection with Bealey Ave, and extending in a southerly direction for a distance of 15 m.
- i. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 196 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 5 metres.
- j. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 218 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 3 metres.
- k. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 229 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 22 metres.
- l. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 264 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- m. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 280 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- n. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 65 metres south of its intersection with

Bealey Avenue, and extending in a southerly direction for a distance of 65 metres to its intersection with Salisbury Street.

- o. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 49 metres.
 - p. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Colombo Street commencing at a point 49 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 48 metres.
 - q. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 97 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 18 metres.
 - r. Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 115 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
 - s. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 130 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.
 - t. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a distance 164 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 3 metres.
 - u. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 220 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 3 metres.
 - v. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 254 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 7.5 metres. This restriction is to apply at all times.
 - w. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 268 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 5 metres.
- Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 323 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- x. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 338 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 33 metres to its intersection with Salisbury Street.

3. Recommendations to be Considered by the Council

3.1 For information purposes the following recommendations will be considered by the Council:

The Hearings Panel recommends that the Council:

1. Approves the Scheme Design SK001-SK003 dated 19 November 2020, Issue 2 (Attachment A) on the Colombo Street Cycle Connection with the following amendments:

- a. That the length of green signal time on Colombo Street at the Colombo Street/Bealey Avenue intersection be increased to allow more time for cyclists to cross Bealey Avenue safely in both directions.
- b. That the northbound cyclist phase at the Colombo Street/Bealey Avenue intersection include cyclist protection in the form of cyclist signal lanterns and red arrow protection from turning vehicles to prioritise safe movement through the intersection for cyclists.
- c. Requests staff to investigate physical separation between cyclists and vehicles at the northbound approach to the Colombo Street/Bealey Avenue intersection.
- d. Requests staff to investigate improving the merge south of Kilmore Street to make it safer and more comfortable for southbound cyclists, and delegates approval of the detailed design to the members of the Hearings Panel.
- e. Requests staff to increase the number of short term parking spaces available on Peterborough Street and Kilmore Street to address the concerns raised by businesses on Colombo Street.
- f. Requests staff to ensure that there is no reduction in short term parking on Colombo Street in the area immediately south of Bealey Avenue.

Secretarial Note: This recommendation will be considered by the Linwood-Central-Heathcote Community Board.

2. Notes that the Colombo Street Cycle Connection project is an interim solution with an intended lifespan of up to ten years, and that the Council includes consideration of additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
3. Requests any future capital works project on Salisbury Street between Colombo Street and Durham Street, includes consideration for the provision of a cycling link from Colombo Street to the proposed Youth Hub located on Salisbury Street.
4. Requests staff to undertake a review of speed limits within the central city four avenues with the intention of having an area wide approach to speed safety.
5. Requests staff to investigate ways to minimise ongoing operational costs for street art and landscaping improvements associated with the Colombo Street Cycle Connection.
6. Requests staff to work with Blind Low Vision NZ during the detailed design and construction of the Colombo Street Cycle Connection project.
7. Requests staff to provide feedback to the Urban Development & Transport Committee on the outcomes of the reduction of short term parking, noting recommendations 1e and 1f above.
8. Approves the following associated detailed traffic resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendations 1a to 1e above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations b-f below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- b. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles, be established on the east side of Colombo Street, commencing at its intersection with Bealey Avenue and extending in a southerly direction to a point 20 metres north of its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- c. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a northerly direction to its intersection with Bealey Avenue, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- d. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 2, 19 November 2020, and attached to this report as Attachment A.
- e. Approves that the speed limit on Colombo Street, commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 45 metres, be set at 40km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.
- f. Approves that the speed limit on Colombo Street, commencing at a point 45 metres south of its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Salisbury Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street / Salisbury Street Intersection - Traffic Controls

- g. Approves that any previously approved resolutions on Colombo Street at its intersection with Salisbury Street, pertaining to traffic controls (excluding the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations h-i below, are revoked.

Colombo Street / Salisbury Street Intersection - Traffic Controls

- h. Approves that the intersection of Colombo Street and Salisbury Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Plans SK001 - SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.

- i. Approves the road markings, kerb alignments, and road surface treatments at the intersection of Colombo Street and Salisbury Street, as detailed on Plans SK001 - SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.

Current Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- j. Approves that any previously approved resolutions on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations k-p below, are revoked.

Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- k. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore Street, as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.
- l. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles, be established on the east side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- m. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- n. Approves that the speed limit on Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.
- o. Approves that a Stop control be placed against Peterborough Street at its intersection with the east side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.
- p. Approves that a Stop control be placed against Peterborough Street at its intersection with the west side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.

Current Colombo Street / Kilmore Street Intersection - Traffic Controls

- q. Approves that any previously approved resolutions at the intersection of Colombo Street and Kilmore Street, pertaining to traffic controls (excluding the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations r-s below, are revoked.

Colombo Street / Kilmore Street Intersection - Traffic Controls

- r. Approves that the intersection of Colombo Street and Kilmore Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.
- s. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street at its intersection with Kilmore Street, as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- t. Approves that any previously approved resolutions on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, pertaining to traffic controls (excluding the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations u-w below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- u. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, as detailed on Plans SK001-SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.
- v. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles only, be established on the east side of Colombo Street, commencing at its intersection with Kilmore Street and extending in a southerly direction to a point 23 metres south of its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- w. Approves that a bi-directional shared pedestrian/cycle path, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the east side of Colombo Street commencing at a point seven metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 29 metres, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A.

Current Peterborough Street – Colombo Street to Manchester Street- Traffic Controls

- x. Approves that any previously approved resolutions on Peterborough Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations y-z below, are revoked.

Peterborough Street – Colombo Street to Manchester Street - Traffic Controls

- y. Approves the road markings, kerb alignments, and road surface treatments on Peterborough Street at its east approach to Durham Street North, its east and west approaches to Colombo Street, and its west approach to Manchester Street, as detailed on Plans SK001 – SK003, Issue 2, 19 November 2020, as attached to this report as Attachment A.

- z. Approves that the speed limit on Peterborough Street, commencing at its intersection with Durham Street North, and extending in an easterly direction to its intersection with Manchester Street, be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- aa. Approves that any previously approved resolutions on Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Peterborough Street, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations bb-gg below, are revoked.

Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- bb. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Salisbury Street, and extending in a southerly direction for a distance of 58 metres.
- cc. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a point 58 metres south of its intersection with Salisbury Street, and extending in a southerly direction for a distance of 34 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- dd. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 92 metres south of its intersection with Salisbury Street, and extending to its intersection with Peterborough Street.
- ee. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a northerly direction for a distance of 18 metres.
- ff. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a point 18 metres north of its intersection with Peterborough Street, and extending in a northerly direction for a distance of 37 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- gg. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 55 metres north of its intersection with Peterborough Street, and extending in a northerly direction to its intersection with Salisbury Street.

Current Colombo Street Corridor - Peterborough Street to Kilmore Street - Stopping and Parking

- hh. Approves that any previously approved resolutions on both sides of Colombo Street, commencing at its intersection with Peterborough Street and extending in a southerly direction to its intersection with Kilmore Street, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations ii-rr below, are revoked.

Colombo St Corridor - Peterborough St to Kilmore St - Stopping and Parking

- ii. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres.
- jj. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a distance 17 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- kk. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 23 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 25 metres.
- ll. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a distance 48 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- mm. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 65 metres south of its intersection with Peterborough Street, and extending in a southerly direction to its intersection with Kilmore Street.
- nn. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a northerly direction for a distance of 37 metres.
- oo. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a point 37 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 31 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- pp. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 68 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 19 metres.
- qq. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a distance 87 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- rr. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 98 metres north of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Peterborough Street.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- ss. Approves that any previously approved resolutions on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that

they are in conflict with the parking and stopping resolutions described in recommendations tt-zz below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- tt. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a southerly direction for a distance of 38 metres.
- uu. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act - Road Users Rule 2004. The restriction will apply at all times on the east side of Colombo Street commencing at a point 38 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres.
- vv. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 44 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres.
- ww. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 50 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of 24 metres. The restriction is to apply; between 9:00 am to 5:00 pm, Monday to Thursday; between 9:00 am to 8:30 pm, Friday; 9:00 am to 6:00 pm, Saturday and Sunday.
- xx. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Act - Road Users Rule 2004. The restriction will apply at any time on the west side of Colombo Street commencing at a point 69 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 15 metres.
- yy. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 54 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of five metres. The restriction is to apply at all times.
- zz. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 49 metres south of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Kilmore Street.

Current Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking

- aaa. Approves that any previously approved resolutions on the north side of Peterborough Street from its intersection with Durham Street North to a point 40 metres east of its intersection with Durham Street North be revoked.
- bbb. Approves that any previously approved resolutions on the south side of Peterborough Street from its intersection with Durham Street North to a point 34 metres east of its intersection with Durham Street North be revoked.

Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking.

- ccc. Approves that the stopping of vehicles be prohibited at any time on the north side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of eight metres.

- ddd. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Peterborough Street commencing at a point eight metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply at all times.
- eee. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at a point 22 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 18 metres.
- fff. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of 26 metres.
- ggg. Approves that the parking of vehicles be restricted to motorcycles only on the south side of Peterborough Street, commencing at a point 26 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.
- hhh. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at a point 30 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.

4. Background / Context / Te Horopaki

- 4.1 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.
- 4.2 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.
- 4.3 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.
- 4.4 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.
- 4.5 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.

- 4.6 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.
- 4.7 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.

5. Consultation Process and Submissions / Te Tukanga Kōrerorero / Ngā Tāpaetanga

- 5.1 Pre-engagement on the Colombo Street cycle route connection project was carried out on 22 September 2020 by the project team. This involved door knocking the most affected businesses along the cycle connection route. Community consultation was then undertaken from Monday 28 September until Tuesday 27 October 2020. This included drop in sessions and face to face meetings with key stakeholders. The full details of the consultation process is contained in the staff report to the Hearings Panel.
- 5.2 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?

Summary of Submissions / Ngā Tāpaetanga

- 5.3 At the close of the consultation period 269 submissions were received. The staff report to the Hearings Panel contains a detailed analysis of the submissions. The paragraphs below provide a brief overview of the percentages and frequent themes raised.

Do you support the plan for the cycle route connection?

- 5.4 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.

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

- 5.5 There were 141 (52%) submitters who supported the plan for they cycle route connection. The most frequent reasons for supporting the project related to:
- Will make it safer
 - Support for the mission connection
 - Cycling is good for health, wellbeing and the environment
- 5.6 Project team comments in relation to these are as follows (where relevant).
- 5.7 **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.
- Project team comments:** 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.
- 5.8 **Missing connection** – We received feedback from the community in support of creating a connection for cyclists into the central city.
- Project team comments:** 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.
- 5.9 **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.

Project team comments: 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

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

- Would prefer a separated cycleway

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

- 5.12 **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.

Project team comments: 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.

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

Project team comments: 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.

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

Project team comments: 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.

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.

- 5.15 **More bike parking** – We received feedback from the community requesting more bike parking along the route.

Project team comments: 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.

- 5.16 **Plastic posts or reflectors** – we received feedback from the community requesting the inclusion of plastic posts or reflectors, to make it safer for cyclists.

Project team comments: 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.

- 5.17 **Consistent speed zone** – we received feedback from the community about the ad hoc nature of the speed zones across the city.

Project team comments: 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

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

- Concern over loss of on-street parking
- Building cycle lanes is a waste of money
- Cycle lanes are not well used

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

- 5.20 **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.

Project team comments: 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.

- 5.21 **Cycle lanes a waste of money** – We received feedback from the community who had concerns that funding would be better spent on something else.

Project team comments: 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.

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

Project team comments: 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

- 5.23 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):

- 5.24 **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.

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

- 5.26 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

Project team comments: 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.

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.

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.*

5.27 **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.

5.28 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.

Project team comments: 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.

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

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.

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.

Project team comments: 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.

- 5.30 **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.

- Remove tree between 863 and 867 Colombo Street to retain P5
- Add a tree in the footpath at 807/805 Colombo Street
- Remove planter at 913 Colombo Street
- Remove tree in Maryville Village entrance 864 Colombo Street
- Remove tree near 859 Colombo Street (Salvation Army)
- Remove tree outside 868 Colombo Street
- Remove tree outside 913 Colombo Street

- 5.31 **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.

- 5.32 **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.

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.

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.

Project team comments: 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.

- 5.33 **Reviewing the "trial"** – there were 5 submitters who had comments about how the trial would be evaluated.

Project team comments: 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.

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.

- 5.34 **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.

- Remove all day parking in the area

Project team comments: 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

Project team comments: 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

Project team comments: 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

Project team comments: 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

Project team comments: 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

Project team comments: 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.

5.35 **Project team responses to specific submissions** – there were specific submissions that required a more formal response, as they raised a number of issues. These are addressed in the staff report to the Hearings Panel and some of the issues raised were also discussed by the Hearings Panel as detailed in section 8 of this report. The specific submissions included:

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

Changes made to the plan, following feedback from the community

5.36 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.

6. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 6.1 Cost to Implement – the scheme estimate to implement the cycle connection along Colombo Street is \$950,500.
- 6.2 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.
- 6.3 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.

7. Risks / Ngā Tūraru

- 7.1 The key risks associated with this project are:
 - 7.1.1 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.
 - 7.1.2 Business owners unlikely to support the project due to the impacts on parking in the area.
 - 7.1.3 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).
 - 7.1.4 Not providing the level of service for the ‘interested but concerned’ cyclist the Major Cycleways need to target.
 - 7.1.5 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.
 - 7.1.6 Provision of three full width mobility parks is desired.
 - 7.1.7 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.
 - 7.1.8 Inconsistent cycle facility type compared to AAC aspirations, and the adjacent Papanui Parallel Major Cycle Route.

8. The Hearing / Te Hui

- 8.1 The Hearings Panel consisted of Councillor Mike Davidson (Chair), Councillor Jimmy Chen and Councillor Catherine Chu. The Hearings Panel convened on Monday 23 November 2020 to consider and deliberate on all submissions and information received on the proposal.
- 8.2 Prior to hearing oral submissions Council Officers presented a brief overview of the proposed amendments and presented the Hearings Panel with further information in relation to the Colombo Street cycle connection and answered questions of the Hearings Panel.
- 8.3 The Hearings Panel then heard and asked questions for clarification from 18 submitters who wished to present. The oral submissions were largely consistent with the points raised in the written submissions. The key issues that were raised through the oral submissions included:
 - 8.3.1 A number of submitters felt there should be separated cycleways, rather than shared pathways and cycleways merging with traffic. Cyclists felt unsafe merging with traffic and shared pathways can cause issues with pedestrians.
 - 8.3.2 Submitters raised that the removal of carparks will negatively affect businesses in the area with customers/patients unable to find suitable parking nearby (especially doctor and dentist practices where patients may not be able to walk far). There is a concern with further developments in the area and little on street car parking, especially if no car parking is provided at businesses or residential developments.
 - 8.3.3 Further consultation should be done with Blind Low Vision NZ for visually impaired people as road markings and plantings currently proposed for shared pathways will create difficulties.
 - 8.3.4 The intersection at Bealey Avenue and Colombo Street needs to be addressed so that cyclists are able to cross safely. Currently there is not enough time to cross the intersection for cyclists, and cyclists heading north along Colombo Street need protection from left turning traffic.
 - 8.3.5 Issues were raised regarding the different speed limits within the four avenues which appear to be haphazard and can lead to confusion.

9. Consideration and Deliberation of Submissions / Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 9.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Some of the key issues that were addressed by the Hearings Panel are as follows:
 - 9.1.1 The Hearings Panel had concerns regarding the safety of cyclists crossing the Bealey Avenue/Colombo Street intersection and asked Council Officers would could be done to alleviate this. Council Officers advised that the phasing of the green signal time can be investigated to allow more time for cyclists to cross the intersection. Also cycle signal lanterns and red arrow protection from turning vehicles could also be investigated to protect cyclists travelling north along Colombo Street. The Hearings Panel also asked Council Officers regarding physical separation between cyclists and vehicles at the northbound approach to the intersection and further investigation by Council Officers would be required for this.
 - 9.1.2 The Hearings Panel had concerns with cyclists along Colombo Street merging with traffic south of Kilmore Street and Council Officers advised this can be further investigated by looking at managing the speed of vehicles and vehicle separation.

- 9.1.3 The Hearings Panel discussed the issue of removal of carparks, the effect on businesses in the area, and the need to make the cycleway safe by removing certain carparks. Council Officers advised an increase to the number of short term parking spaces available on Peterborough and Kilmore Streets can be investigated to help alleviate concerns raised. The Hearings Panel also wanted staff to investigate that there be no further reduction in short term parking on Colombo Street immediately south of Bealey Avenue.
- 9.1.4 The budget for this project was discussed by the Hearings Panel and Council Officers and what could be achieved. It was noted that the project is an interim solution with an intended lifespan of up to ten years and the Hearings Panel wanted further consideration given to additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
- 9.1.5 The Hearings Panel discussed the new Youth Hub in Salisbury Street and how this can link into the cycleway.
- 9.1.6 The various speed limits within the central city four avenues was discussed by the Hearings Panel and it was felt a review of those speed limits needs to be undertaken with the intention of having an area wide approach to speed safety.
- 9.1.7 The Hearings Panel had concerns regarding the ongoing operational costs for street art and landscaping along the cycleway and want Council Officers to investigate ways on how to minimise this. There was discussion that community groups may want to become involved with helping to maintain this.
- 9.1.8 The Hearings Panel discussed the issues brought to their attention for the visually impaired by Blind Low Vision NZ regarding the shared pathway and discussed this with Council Officers. It was requested that Council Officers work with Blind Low Vision NZ during the detailed design and construction of this project.
- 9.2 Following consideration and deliberation of submissions, the Hearings Panel unanimously agreed to recommend to the Council and the Community Board to approve the Colombo Street Cycle Connection Scheme Design SK001-SK003 dated 19 November 2020, Issue 2 (Attachment A) and detailed traffic resolutions with amendments as contained in sections 2 and 3 of this report.
- 9.3 At the close of the hearing the Chairperson, Councillor Davidson, on behalf of the Panel, thanked all Council Officers and submitters.

10. Reference Documents

Document	Location
Hearings Panel Agenda (including all submissions)	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF
Hearings Panel Attachments under separate cover	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_ATT_5260_EXCLUDED.PDF
Hearings Panel Minutes	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MIN_5260_AT.PDF

Hearings Panel Minutes Attachments	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MAT_5260.PDF
Have Your Say Webpage	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327

Signatories / Ngā Kaiwaitohu

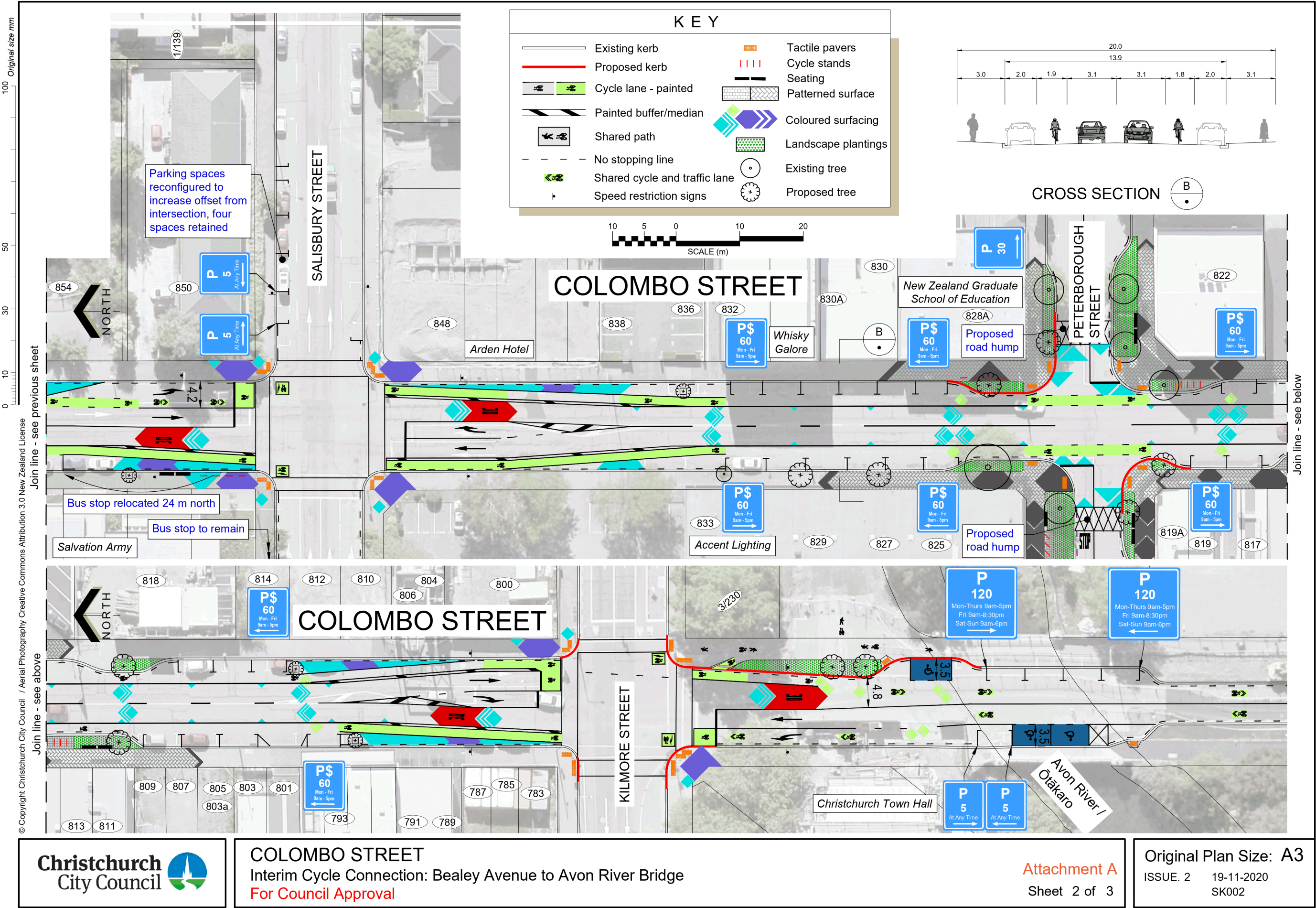
Author Jacqui Wilkinson - Hearings Advisor

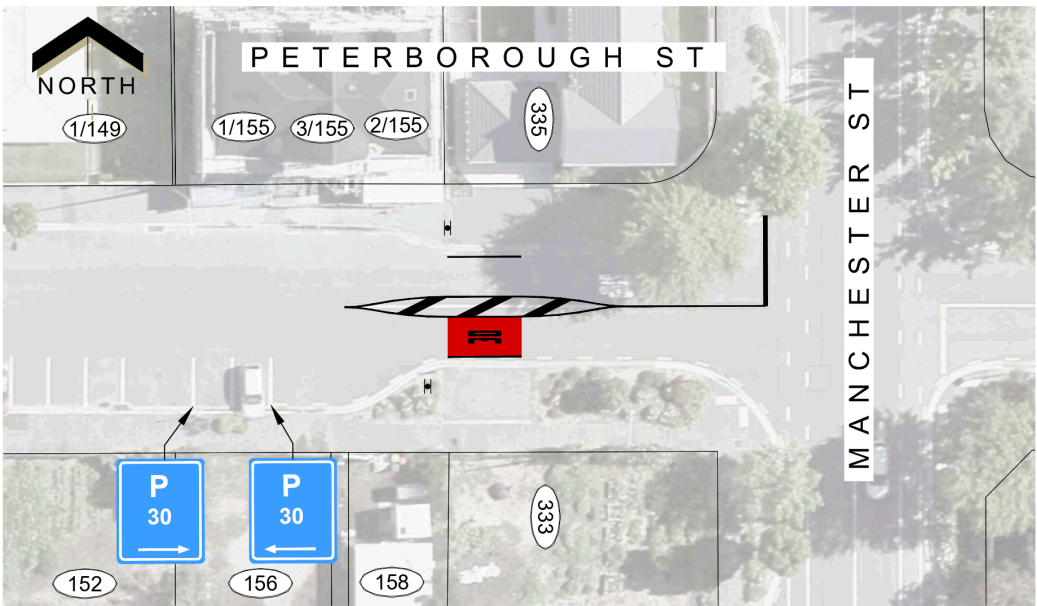
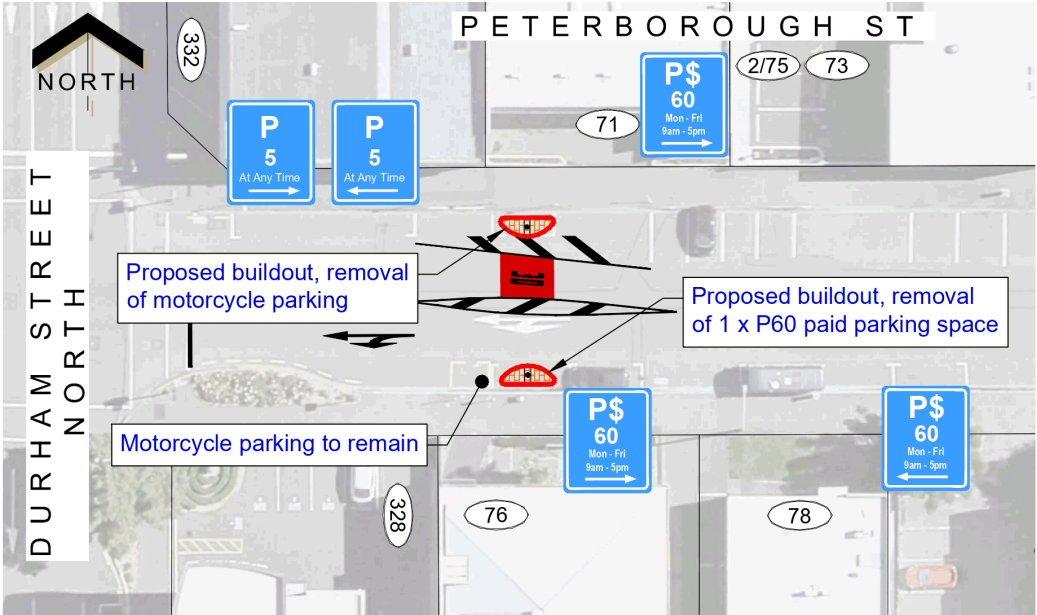
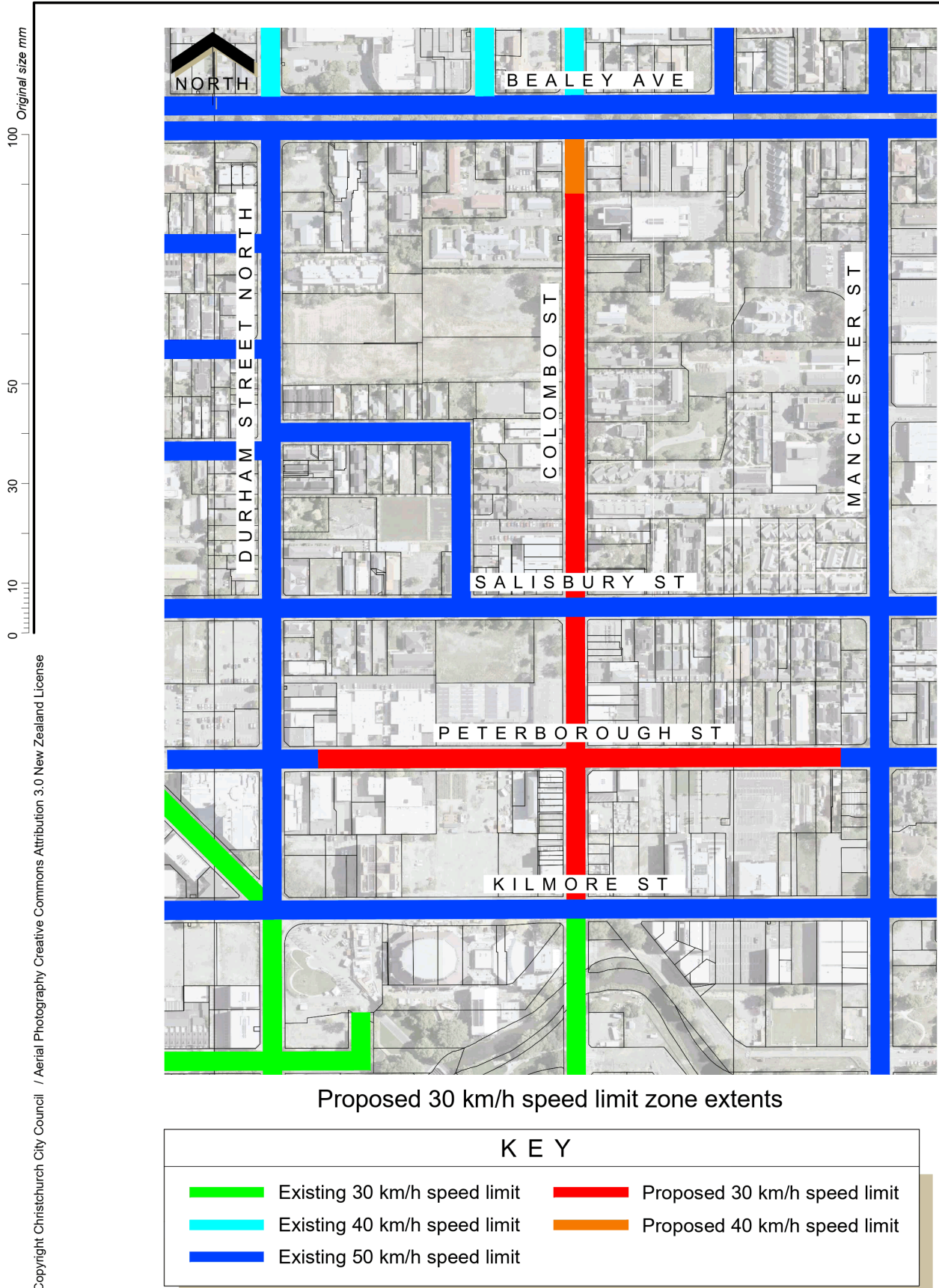
Approved By Councillor Davidson - Chair of Hearings Panel

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Scheme Design SK001-SK003 dated 19 November 2020, Issue 2	50
B ↓	Council Officers Report to Hearings Panel	53







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Christchurch
City Council 

4. Colombo Street Cycle Route Connection

Reference / Te Tohutoro: 20/1218912

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

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.

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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.

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- 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

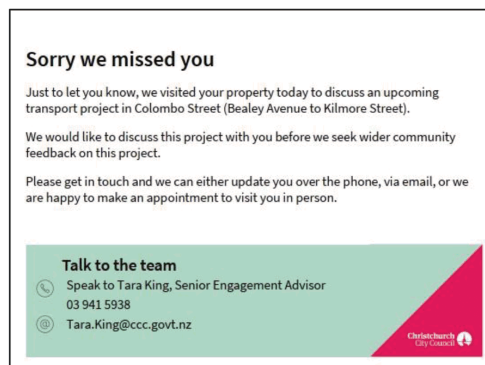
- 4.1 Community consultation on the Colombo Street cycle route connection project, was undertaken from Monday 28 September until Tuesday 27 October 2020.
- 4.2 Approximately 900 consultation leaflets were hand delivered to businesses, property owners and absentee owners along and surrounding the cycle 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 2020¹. 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

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

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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

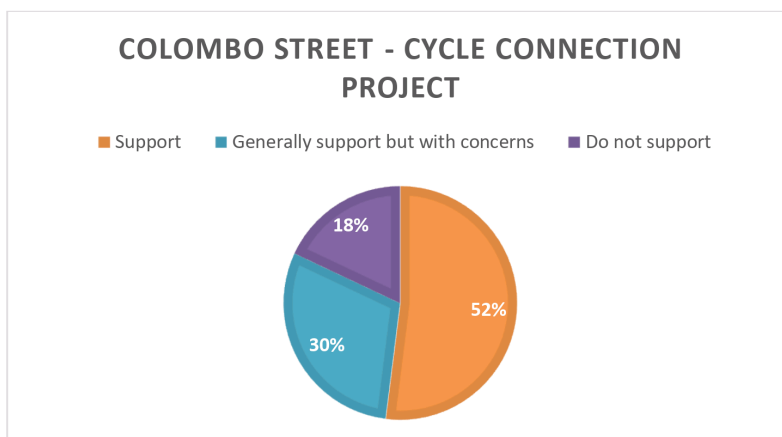
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- Cycle Trading Company #34632
- Dalman Architects Limited #34623
- DATAmetrics #34540
- Colombo Street Specialist Plastic and Reconstructive Surgeons #34752 and #35546
- Generation Zero #35505
- Lucas Associates #35540
- Maryville Courts Retirement 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%)



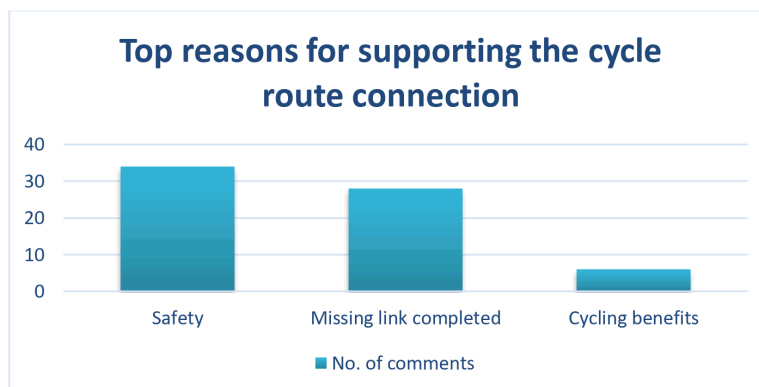
- 4.12 Please **refer to attachment D** to view mapped submissions from those along the direct cycle connection route on Colombo Street, along with a summary of these submissions.

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

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- 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.

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"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.

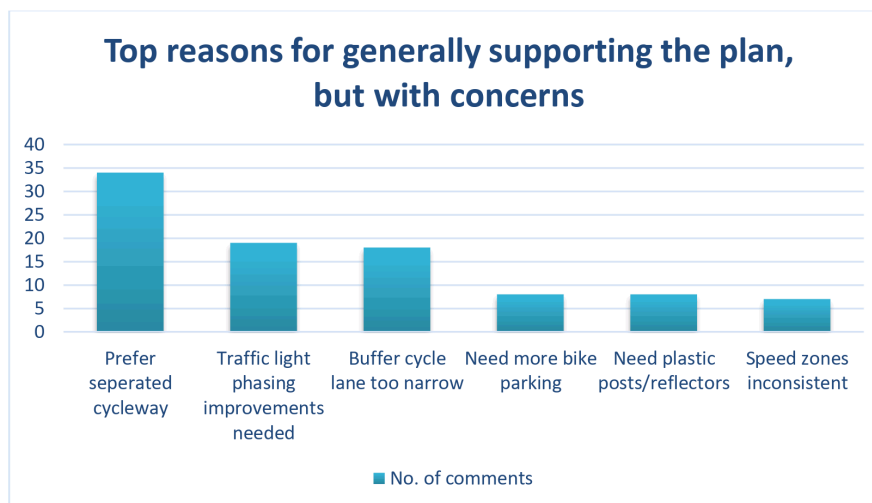
Themes from those who generally support the Colombo Street cycle route connection plan, but have some concerns

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

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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:**

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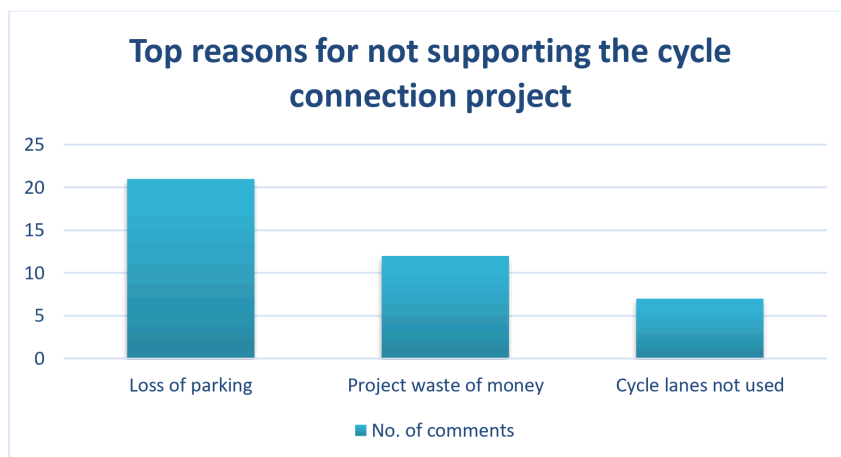
- 4.35 The project team acknowledges that the proposed cycle lane widths are not ideal, and has proposed a solution of 1.6m wide cycle lanes with 0.4m buffer to fit within the available road space. The alternative is to remove the buffer and provide 1.8m wide cycle lanes, which provides less visual separation 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

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- 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:**

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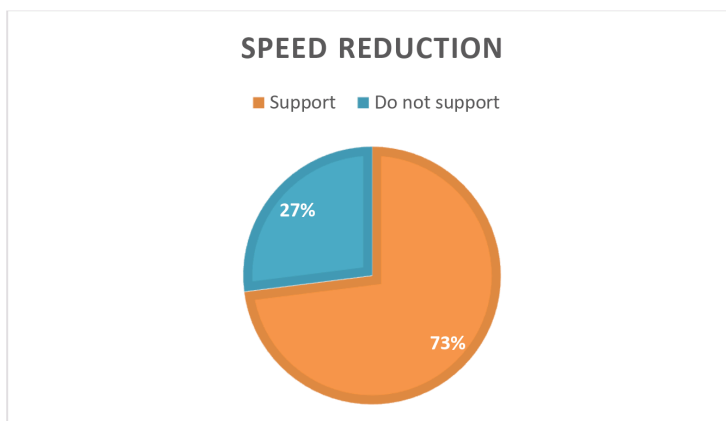


- 4.53 The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, within the available budget and scope outlined in the Council's Long Term Plan.
- 4.54 **Cycle lanes not well used** – We received feedback from the community 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:**

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- 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

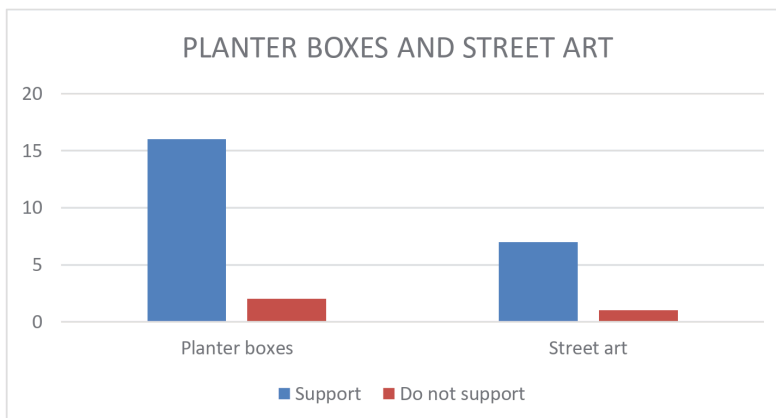
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for bus movements in and out of bus stops, with both stops proposed to be shifted a small distance to avoid creating pinch points for cyclists.

- 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.

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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

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- 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.

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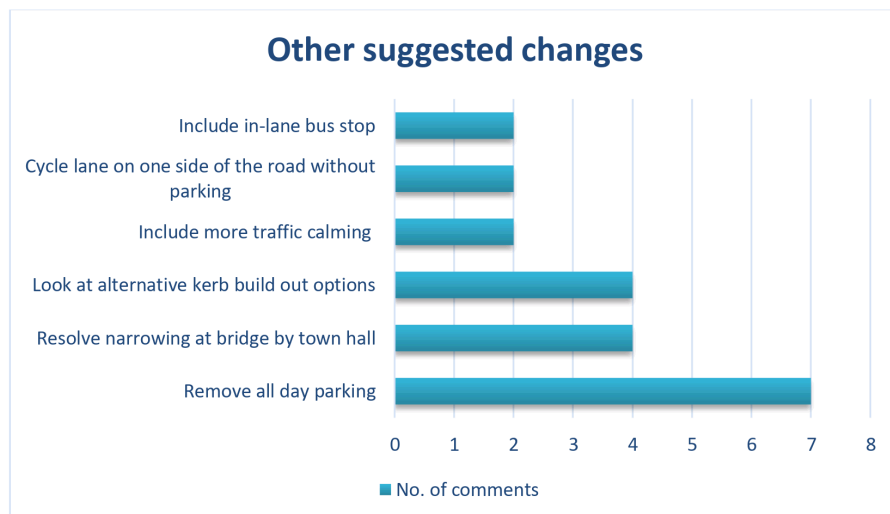
Support the cycle connection plan	No. of submitters	Submitter ID #
Yes	61	35558, 35543, 35534, 35523, 35498, 35353, 35345, 35338, 35333, 35297, 35282, 35274, 35272, 35232, 35215, 35125, 35089, 35088, 35086, 35076, 35069, 35059, 35055, 34835, 34808, 34747, 34706, 34703, 34700, 34692, 34684, 34639, 34630, 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

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			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:

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- 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.

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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:**

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- 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 give 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

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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

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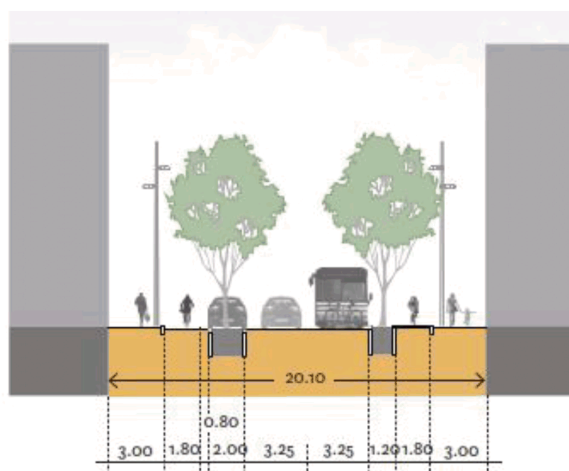
timeframe anticipated for this facility, which is likely to cost approximately \$91,550 for each repainting event.

- 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

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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	Colombo Street cycleway connection scheme plans V1	
B	Colombo Street cycle route connection consultation leaflet	
C	Colombo Street cycle route connection submission form	
D	Map of submissions along Colombo Street	

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.

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Christchurch
City Council 

Signatories / Ngā Kaiwaitohu

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

9. 68 Port Hills Road - Proposed Road Names

Reference / Te Tohutoro: 21/69529

Report of: Paul Lowe, Principal Advisor Resource Consents,
Paul.Lowe@ccc.govt.nz

General Manager: Leonie Rae, Consenting & Compliance
Leonie.Rae@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to approve the proposed road names at 68 Port Hills Road in Halswell.
- 1.2 This report is staff generated resulting from a naming request received from the subdivision developer.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board resolve to:

1. Approve the following new road names for 68 Port Hills Road (RMA/2020/3055):
 - a. Lane 1 - Stead Lane
 - b. Lane 2 - Wheatsheaf Lane

3. Background / Te Horopaki

Introduction / Te Whakatkinga

- 3.1 Road naming requests have been submitted by Misura on behalf of the developer, for the subdivision of 68 Port Hills Road (RMA/2020/3055). A preferred name and alternative names, have been put forward by the developer for each road.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.
- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.8 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.9 The level of significance was determined by the number of people affected and/or with an interest.
- 3.10 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

- 3.11 The proposed roads are shown in **Attachment A**.
- 3.12 The proposed options are themed for the historic use of the site.
- 3.13 Lane 1 - Preferred name: Stead Lane
- 3.14 G G Stead & Co bought the Maltworks in 1875 and was responsible for much of its early development. George Gatonby Stead (1841-1908) founded the company in 1871 and was a notable grain merchant, racehorse owner and breeder, businessman.
- 3.15 Lane 2 - Preferred name: Wheatsheaf Lane
- 3.16 Wheat is one grain used in the making of the malt extract (although it is predominantly barley) and a sheaf of wheat is a common agricultural symbol.

Alternative Names

- 3.17 Maltworks Lane - The Maltworks operated from 1871 until it closed in 1999 and processed grain & seed for export.
- 3.18 McCashin Lane - The McCashin family are a previous owner of the site, owned as Roc Mac Limited, and own a brewery. They initiated the redevelopment of the site.

Note: Council Officer consulted with LINZ including to establish whether 'Maltworks Lane' sounded too similar to other road names i.e. including 'Malthouse Lane', an existing right of way name in the locality). LINZ considers that the proposed road name is acceptable.

Attachments

No.	Title	Page
A ↓	RMA/2020/3055 - Road Naming Plan	79

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.



10. Waikura/Linwood-Central-Heathcote 2020/21 Discretionary Response Fund Application - Mt Pleasant Pottery Group Incorporated and Sumner Community Pool Incorporated

Reference / Te Tohutoro: 21/56989

Report of / Te Pou Emily Toase, Community Recreation Advisor
Matua: emily.toase@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to consider an application for funding from its 2020-21 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00062024	Mt Pleasant Pottery Group Incorporated	New building upgrades	\$9,725	\$5,000
00062214	Sumner Community Pool Incorporated	Sumner Outdoor Community Pool	\$4,650	\$2,000

- 1.2 There is currently a balance of \$105,809 remaining in the fund

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

- Approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to Mt Pleasant Pottery Group Incorporated towards their new building upgrades.
- Approves a grant of \$2,000 from its 2020-21 Discretionary Response Fund to Sumner Community Pool Incorporated towards equipment and materials to complete repair and maintenance work.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strengthening Communities Strategy. It will provide support to community across the Heathcote and Linwood ward areas, enhancing their wellbeing, sense of place and community connectedness.

Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community.

3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.2.2 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

3.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

3.4 The level of significance was determined by the number of people affected and/or with an interest.

3.5 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion / Kōrerorero

3.6 At the time of writing, the balance of the 2020-21 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$276,739	\$170,930	\$105,809	\$98,809

3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.

3.8 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Waikura Linwood-Central-Heathcote Community Board - Discretionary Response Fund 20-21 - Decision Matrix - Mt Pleasant Pottery Group Incorporated	84
B ↓	Waikura Linwood-Central-Heathcote Community Board - Discretionary Response Fund 20-21 - Decision Matrix - Sumner Community Pool Incorporated	86

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:

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

Author	Emily Toase - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote

2020/21 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00062214	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Sumner Community Pool Incorporated	Sumner Outdoor Community Pool Sumner Community Pool Incorporated are seeking funding to complete renovations to the facility to meet health and safety requirements for the pool.	\$87,515 Requested \$ 4,650 (5% requested)	\$4,100 - Fence with lockable gate \$125 - Circular cap flashing for water holding tank \$425 - Aluminium screen to protect pool condenser unit cooling fins	\$ 2,000 That the Waikura/Linwood-Central-Heathcote Community Board makes a grant of \$2,000 from the Discretionary Response Fund 2020-21 to Sumner Community Pool Incorporated towards the equipment and materials required to complete the repair and maintenance work.	2

Organisation Details

Service Base: Private Address
Legal Status: Incorporated Society
Established: 10/05/1978
Target Groups: Sports/Recreation
Annual Volunteer Hours: 575
Participants: 3,000

Alignment with Council Strategies

- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Youth and Children Policies
- Recreation and Sports Policy
- Waikura/Linwood-Central-Heathcote Community Board priority 'Community Wellbeing is supported and Improved

CCC Funding History

2018/19 - \$7,000 (Pool running costs) SCF LCH

Other Sources of Funding

User fees:
Swipe card registration - \$130 per season
Swipe card - \$20
Casual swimming (as a guest of a card holder) - \$3.50 per adult and \$2.50 per child

Staff Assessment

Sumner Community Pool is the only outdoor pool in Sumner attracting around 3,000 users each season which runs from November until the end of March.

The pool is open to the community from 7am each day through registering for a swipe card to access the facility during the season. They currently have a membership of 311 card holders. The pool is also used extensively by Sumner School, Te Kura, Van Ash School and Mount Pleasant Schools as well as the local community.

The pool is run and maintained by a committee of volunteers who manage the registrations for swipe cards, school bookings and recruit and coordinate a roster of volunteers who supervise the public sessions during week days during school holidays and support the duty lifeguard at weekends.

The organization are seeking funding to install fencing and gate to secure the pump area which has experienced several occurrences of vandalism, impacting the integrity and safety of the machinery. They also need to replace the cap on the holding tank and install an aluminum screen to protect the pool condenser unit cooling fins from foliage which is compromising safety.

Request 00062214 Continued

	<p>After a fire in November last year, the women's changing rooms were damaged rendering them unavailable. The group organized for the changing rooms to be repaired the last week of January, installing a temporary portaloo in the interim which unfortunately has meant that the maintenance itinerary have been delayed.</p> <p>The pool offers recreational swimming for the local community providing a bumping space for residents to connect and participate in physical activity, enhancing their physical and mental well-being. It provides opportunities for volunteering and employment for local people, fostering a sense of belonging and self-esteem for those who work together to maintain the facility, raise funds, supervise the public sessions and work as lifeguards.</p>
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2020/21 DRF LINWOOD-CENTRAL-HEATHCOTE DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00062024	Organisation Name	Name and Description	Funding History	Request Budget	Staff Recommendation	Priority
	Mt Pleasant Pottery Group Incorporated	New Building Repairs Mt Pleasant Pottery Group are seeking funding towards three projects which will enhance and secure their new building.	2019/20 - \$1,500 (School Holiday Programme) SCF LCH 2018/19 - \$500 (School Holiday Programme) LBMF Other Sources of Funding Funds on hand - \$1,000	Total Cost \$12,684 Requested Amount \$12,684 100% percentage requested Contribution Sought Towards: Security alarm installation - \$1,609.43 Heat Pumps - \$7,712.60 Flood Lighting - \$606.41 Potter Wheel power hook-ups - \$506.41	\$ 5,000 That the Waikura/Linwood-Central-Heathcote Community Board makes a grant of \$5,000 from the Discretionary Response Fund 2020-21 to Mt Pleasant Pottery Group towards the costs of installing electrical hook-ups for the kilns and heat pumps.	2

Organisation Details:

Service Base:	140 Main Road, Redcliffs
Legal Status:	Incorporated Society
Established:	23/05/1977
Staff – Paid:	0
Volunteers:	6
Annual Volunteer Hours:	500
Participants:	100
Target Groups:	Education
Networks:	Ceramics Association of New Zealand

Organisation Description/Objectives:

The Mt Pleasant Pottery Group was founded in 1960.

We offer pottery tuition, workshops and exhibitions to our wider community in East Christchurch.

Alignment with Council Strategies and Policies

- Strengthening Communities Strategy
- Recreation and Sports Policy
- Waikura/Linwood-Central-Heathcote Community Board priority 'Community Wellbeing is supported and Improved

Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Community participation and awareness
- Increase community engagement
- Provide community based programmes
- Reduce or overcome barriers

Outcomes that will be achieved through this project

- Install a security alarm system with 1 exterior siren, 3 x PIR sensors, 4 smoke alarms, and an internal siren.
- Install 10 heat pumps
- Install 5 double power outlets for 10 pottery wheels

How Will Participants Be Better Off?

- The group will be able to be fully operational back in the community they were founded in pre-earthquake, welcoming new members of all ages.
- Members can access a larger studio space that is clean, safe and welcoming environment.
- The group can offer increase involvement in the arts and culture sector of Ōtautahi through classes and exhibitions.

Staff Assessment

Established in 1960, the Mt Pleasant Pottery Group started out in a hut on the opposite side of the road from the present Mt Pleasant Community Centre location. After receiving a grant of \$10,000 from the Arts Commission the group were able to collaborate with the build project of the previous Mt Pleasant Community Centre with significant contribution from their members towards the building process through working bees and volunteering.

The earthquakes and subsequent loss of the community centre left the group without a designated space. To keep their activities going they used several members' private residences to store and operate the equipment and materials and to continue to come together for their weekly classes.

In 2016 the group finally secured a classroom sized space and shed to operate their kiln at Phillipstown Community Hub, having been unsuccessful in obtaining a room in the newly rebuilt Mt Pleasant Memorial Community Centre.

Despite these challenges, Mt Pleasant Pottery Group have maintained their membership and since moving to Phillipstown Community Hub has seen a steady growth. They currently run five weekly pottery classes as well club days, raku firings, weekend workshops and exhibitions.

Almost a decade after the earthquakes, the group have returned back to their origins, just 100 metres from the location of their first base, securing a lease with Christchurch City Council to rent the former Redcliffs school site. This has been significant for the group who have seen a resurgence in pottery, increasing the demand for a permanent fit-for-purpose space to participate in the craft. Since moving to this site in December, the group have invested around \$18,000 into removing all the old carpets, sanding all the floors to get rid of the glue and lay down a lino type flooring which is important to mitigate the negative health impacts of clay dust. This was all completed by professional services recruited from within their own community, with members whanau enlisted to complete the work.

With the new floors down, the pottery group have since held two working bees, on the 16 and 30 of January, to get the rooms set up and ready to go to start potting again. Around twenty members turned up to each day to help with moving the equipment and furniture into position ready for their first set of classes. The space is now offers a clean and safe environment for members.

The next stage of building renovations to progress the space to being fully functional is the installation of electricity hook-up points for their kilns, heat pumps and a security alarm system. The hook-up points will ensure safe use of the kilns with electrical leads secured out of the way and the kilns to be placed in position which allows for the best use of the space available. Heat pumps will be vital in winter months so that the group can offer a warm and welcoming environment to encourage members to continue to attend classes even with colder weather and dark nights. Installing a smoke and security alarm system is also required to make the site safe and protect their assets and deter any damage or break-ins to the building.

Easter weekend Mt Pleasant Pottery Group are planning a large exhibition to celebrate their official opening with the members art work on display and demonstrations. They hope to have everything installed and fully operational for then so they can unveil their new home to their members and the wider community.

11. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.