

## **Hearings Panel**

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

### **AGENDA**

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

A Hearings Panel Extraordinary meeting will be held on:

**Date:** Monday 8 March 2021  
**Time:** 9.30am  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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#### **Panel**

Members Councillor Mike Davidson (Chair)  
Councillor Catherine Chu  
Councillor Jimmy Chen

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**3 March 2021**

Jacqui Wilkinson  
Committee and Hearings Advisor  
941 6297  
jacqui.wilkinson@ccc.govt.nz  
[www.ccc.govt.nz](http://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	Actively collaborating and co-operating with other local, regional and national organisations Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making
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### Community Outcomes

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

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

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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## TABLE OF CONTENTS

C	1.	Apologies / Ngā Whakapāha.....	4
B	2.	Declarations of Interest / Ngā Whakapuaki Aronga .....	4
B	3.	Deputations by Appointment / Ngā Huinga Whakaritenga .....	4

## STAFF REPORTS

4.	Colombo Street Cycle Connection Project - Hearings Panel Report .....	5
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**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. Deputations by Appointment / Ngā Huinga Whakaritenga**

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

## 5. Colombo Street Cycle Connection Project - Hearings Panel Report

Reference / Te Tohutoro: 21/226588

Report of / Te Pou Kirsty Mahoney, Project Manager Transport

Matua: kirsty.mahoney@ccc.govt.nz

General Manager / Carolyn Gallagher, GM City Services

Pouwhakarae: Carolyn.Gallagher@ccc.govt.nz

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

- 1.1 The purpose of this report is to provide updated Officer Recommendations and Plans for the Colombo Street Cycle Connection project to the Hearings Panel as a result of some technical errors in the traffic recommendations, which were previously agreed to by the Hearings Panel at its meeting on 23 November 2020. In addition, Council Officers have also requested for sufficient time to investigate the impact of the Hearings Panel proposed changes on the wider network. This report has been written by staff to provide the Hearings Panel with updated recommendations to enable 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 by 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 Hearings Panel resolutions recommending approval of the scheme design SK001-SK001, dated 19 November 2020, Issue 2 to the Waikura/Linwood-Central-Heathcote Community Board and Council be revoked.
- 2.2 It is recommended that the Hearings Panel recommend the following traffic resolutions and updated plans (**Attachment A**) be approved respectively by the Waikura / Linwood-Central-Heathcote Community Board and the Council.
- 2.3 It is recommended that the Colombo Street Cycle Connection scheme design (**Attachment A**) be approved for detailed design, tender and construction.

### 3. Recommendations to be Considered by the Waikura / Linwood-Central-Heathcote Community Board

The Hearings Panel recommends that the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves the Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (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 stopping and parking 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 (excluding 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 three 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 five 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 three 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 290 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 305 metres south of its intersection with Bealey Avenue, and extending in a southerly direction 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 three 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 three 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 any time.
- 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 five metres.
- x. 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.
- y. 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 to its intersection with Salisbury Street.



#### 4. Recommendations to be considered by the Council

The Hearings Panel recommends that the Council:

1. Approves the Scheme Design SK001-SK003, Issue 3, dated 24 February 2021 (Attachment A) on the Colombo Street Cycle Connection with the following amendments:
  - a. That staff be requested to investigate whether the length of green signal time on Colombo Street at the Colombo Street/Bealey Avenue intersection can be increased to allow more time for cyclists to cross Bealey Avenue safely in both directions, and delegates approval of the detailed design to the Hearings Panel.
  - b. That staff be requested to investigate the impact of installing cyclist protection, in the form of cyclist lanterns and red arrow protection from turning vehicles, on the Bealey Ave through traffic and wider network, for the northbound cyclist phase at the Colombo Street / Bealey Avenue intersection to prioritise safe movement through the intersection for cyclists, and delegates approval of the detailed design to the Hearings Panel.
  - 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 Hearings Panel.
  - e. Requests staff to investigate increasing 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-e 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 3, dated 24 February 2021, 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 only 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 3, dated 24 February 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 3, dated 24 February 2021, 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 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**

- f. 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 resolutions described in recommendations g-h below, are revoked.

**Colombo Street / Salisbury Street Intersection - Traffic Controls**

- g. Approves that the intersection of Colombo Street and Salisbury Street be controlled with traffic signals in accordance with the Land Transport Rule - Traffic Control Devices: 2004 as detailed on Plans SK001 - SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- h. 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 3, dated 24 February 2021, as attached to this report as Attachment A.

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

- i. 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 j-o below, are revoked.

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

- j. 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 3, dated 24 February 2021, as attached to this report as Attachment A.
- k. 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 only 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.

- 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 north bound only 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.
- m. 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.
- n. 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 3, dated 24 February 2021, as attached to this report as Attachment A.

- o. 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 3, dated 24 February 2021, as attached to this report as Attachment A.

#### **Current Colombo Street / Kilmore Street Intersection - Traffic Controls**

- p. 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 q-r below, are revoked.

#### **Colombo Street / Kilmore Street Intersection - Traffic Controls**

- q. 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 3, dated 24 February 2021, as attached to this report as Attachment A.
- r. 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 3, dated 24 February 2021, as attached to this report as Attachment A.

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

- s. 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 t-v below, are revoked.

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

- t. 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 3, dated 24 February 2021, as attached to this report as Attachment A.

- u. 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.
- v. 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**

- w. 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 x-y below, are revoked.

#### **Peterborough Street – Colombo Street to Manchester Street - Traffic Controls**

- x. 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 3, dated 24 February 2021, as attached to this report as Attachment A.
- y. 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**

- z. Approves that any previously approved resolutions on both sides of 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 aa-ff below, are revoked.

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

- aa. 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.
- bb. 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.
- cc. 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 in a southerly direction to its intersection with Peterborough Street.
- dd. 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.
- ee. 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.
- ff. 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**

- gg. 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 hh-qq below, are revoked.

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

- hh. 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.
- ii. 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.

- jj. 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.
- kk. 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.
- ll. 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.
- mm. 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.
- nn. 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.
- oo. 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.
- pp. 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.
- qq. 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**

- rr. Approves that any previously approved resolutions on both sides of 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 ss-yy below, are revoked.

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

- ss. 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.
- tt. 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 Rule - Traffic Control Devices: 2004. This restriction will apply at any time 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. Parking is further restricted to a maximum period of 120 minutes.
- uu. 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.
- vv. 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. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday, and between 9:00 am to 8:30 pm, Friday, and between 9:00 am to 6:00 pm, Saturday and Sunday.
- ww. 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 Rule - Traffic Control Devices: 2004. This 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. Parking is further restricted to a maximum period of 120 minutes.
- xx. 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 any time.
- yy. 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**

zz. 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, 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 the recommendations bbb-ddd below, are revoked.

aaa. 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, 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 the recommendations eee-ggg below, are revoked.

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

bbb. 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.

ccc. 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 any time.

ddd. Approves that the stopping of vehicles be prohibited at any time on the north 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.

eee. 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.

fff. 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.

ggg. 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.

**5. Background / Te Horopaki**

- 5.1 This project seeks to connect the Papanui Parallel MCR (Major Cycle Route) at Bealey Avenue to the Otakaro 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 Otakaro

AAC (An Accessible City) project, but was delayed by the Town Hall construction work underway at that time.

- 5.2 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 be remain in place long-term (i.e. up to ten years), until funding for the full AAC project is available in the future.
- 5.3 The Hearings Panel met on Monday 23 November 2020 to hear and consider all submissions made on the project during the consultation period (Monday 28 September to Tuesday 27 October 2020). The Hearings Panel agenda and minutes including all submissions can be found at the following links:  
[https://christchurch.infocouncil.biz/Open/2020/11/BLHP\\_20201123\\_AGN\\_5260\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF)  
[https://christchurch.infocouncil.biz/Open/2020/11/BLHP\\_20201123\\_ATT\\_5260\\_EXCLUDED.PDF](https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_ATT_5260_EXCLUDED.PDF)  
[https://christchurch.infocouncil.biz/Open/2020/11/BLHP\\_20201123\\_MIN\\_5260\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MIN_5260_AT.PDF)  
[https://christchurch.infocouncil.biz/Open/2020/11/BLHP\\_20201123\\_MAT\\_5260.PDF](https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MAT_5260.PDF)
- 5.4 The Hearings Panel was due to present its report to the Waikura / Linwood-Central-Heathcote Community Board on 17 February 2021, and to Council on 11 March 2021; however, the report was withdrawn from the agenda due to errors in the traffic resolutions, as well as the recommendations that require further investigation by staff before proceeding.
- 5.5 The Hearings Panel proposed six amendments to the scheme design as part of its report, which staff have not had time to investigate the impact of these changes to the wider transport network. This report recommends that the recommendations be updated to allow this investigation to be undertaken with the delegation of final detailed design approval to the Urban Development and Transport Committee.
- 5.6 This report recommends that the Hearings Panel accepts the corrected errors and updated recommendations to present to the Waikura / Linwood-Central-Heathcote Community Board and the Council at the next available meetings.

## 6. Details / Te Whakamahuki

### Decision Making Authority / Te Mana Whakatau

- 6.1 The Hearings Panel is to present its recommendations to the Waikura / Linwood-Central-Heathcote Community Board (Community Board) and the Council.
- 6.2 The Community 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 recommendations.

### Legal Implications / Ngā Hīraunga ā-Ture

- 6.3 The Hearings Panel is making its recommendations (and the Community Board and the Council is making its decisions) under the requirements of section 76-81 of the Local Government Act 2002.
- 6.4 Staff have received advice from the Legal team that following the triennial general elections, the Council established a Committee of the Whole called the Urban Development and Transport Committee. The Council has delegated to that Committee the power to monitor and make decisions on the Council's Transport functions including road operations, parking, public transport, cycle ways, harbours and marine structures in accordance with the Council's

Long Term Plan. This delegation applies to Metropolitan Projects and that area known as 'Plan A'. Community Boards retain their delegations for local projects and roads.

- 6.5 However, as the delegation for speed limits has not been sub-delegated to the Urban Development and Transport Committee, to provide a robust approach it is appropriate for the Council to consider and resolve these and the other matters that fall within the Urban Development and Transport Committee's delegation.

### Next Steps / Ngā Mahinga ā-muri

- 6.6 At the conclusion of the reconvening of the Hearings Panel on 8 March 2021, the Hearings Panel will report to the Community Board and the Council with recommendations on the project, as shown in the plans at Attachment A.
- 6.7 The Hearings Panel may recommend additional actions to enhance the scheme and community outcomes or to reduce impacts on affected parties.
- 6.8 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.
- 6.9 Once the scheme is approved by the Community Board and the Council, staff will then proceed with implementing the approved scheme and proceeding to detailed design and construction.
- 6.10 It is anticipated that work on this project could commence in July 2021, subject to contractor availability and weather conditions.

### Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Plans for Approval - 24 Feb 2021 Colombo Cycle Connection SK001-SK003	19

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

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

(a) This report contains:

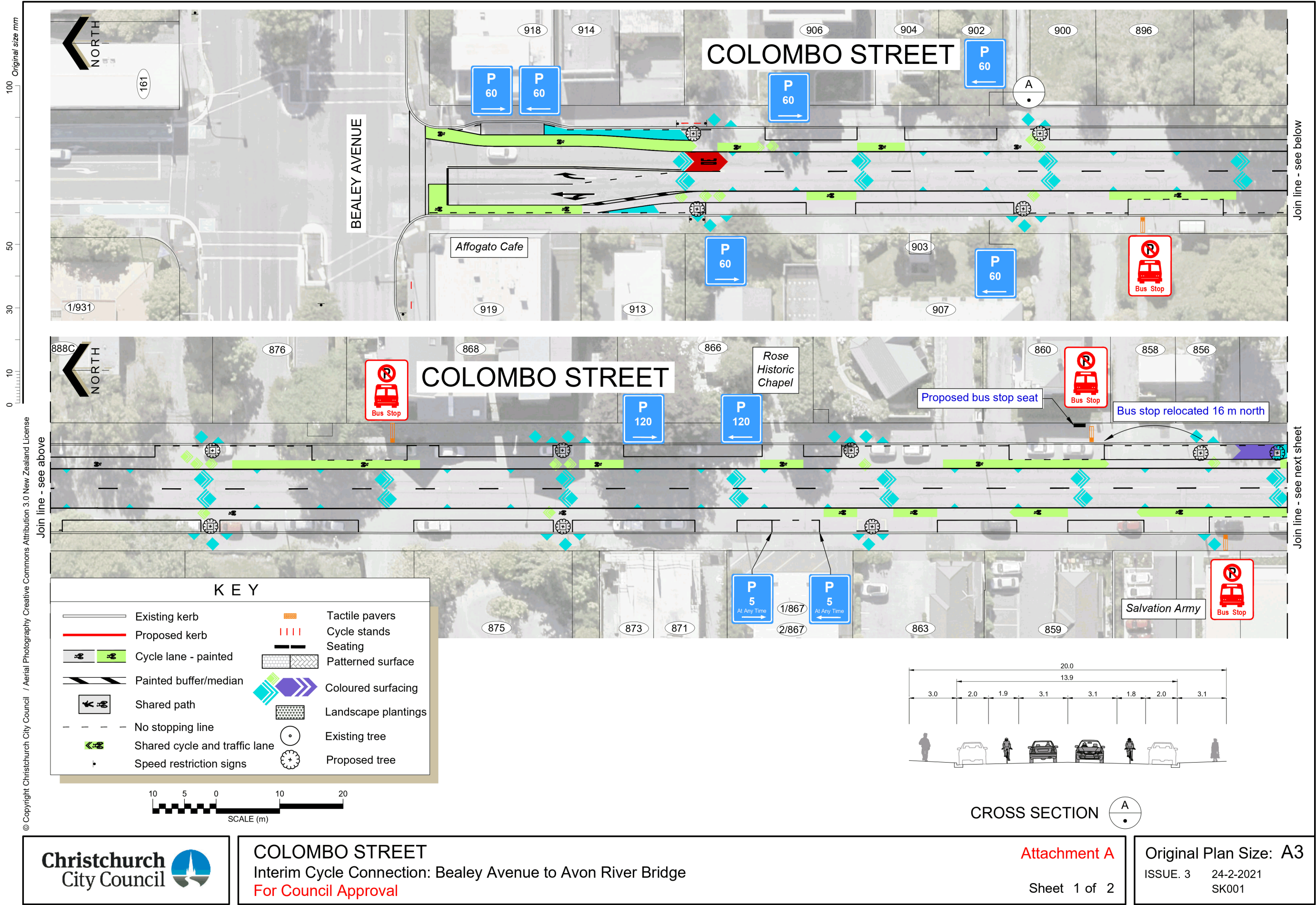
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

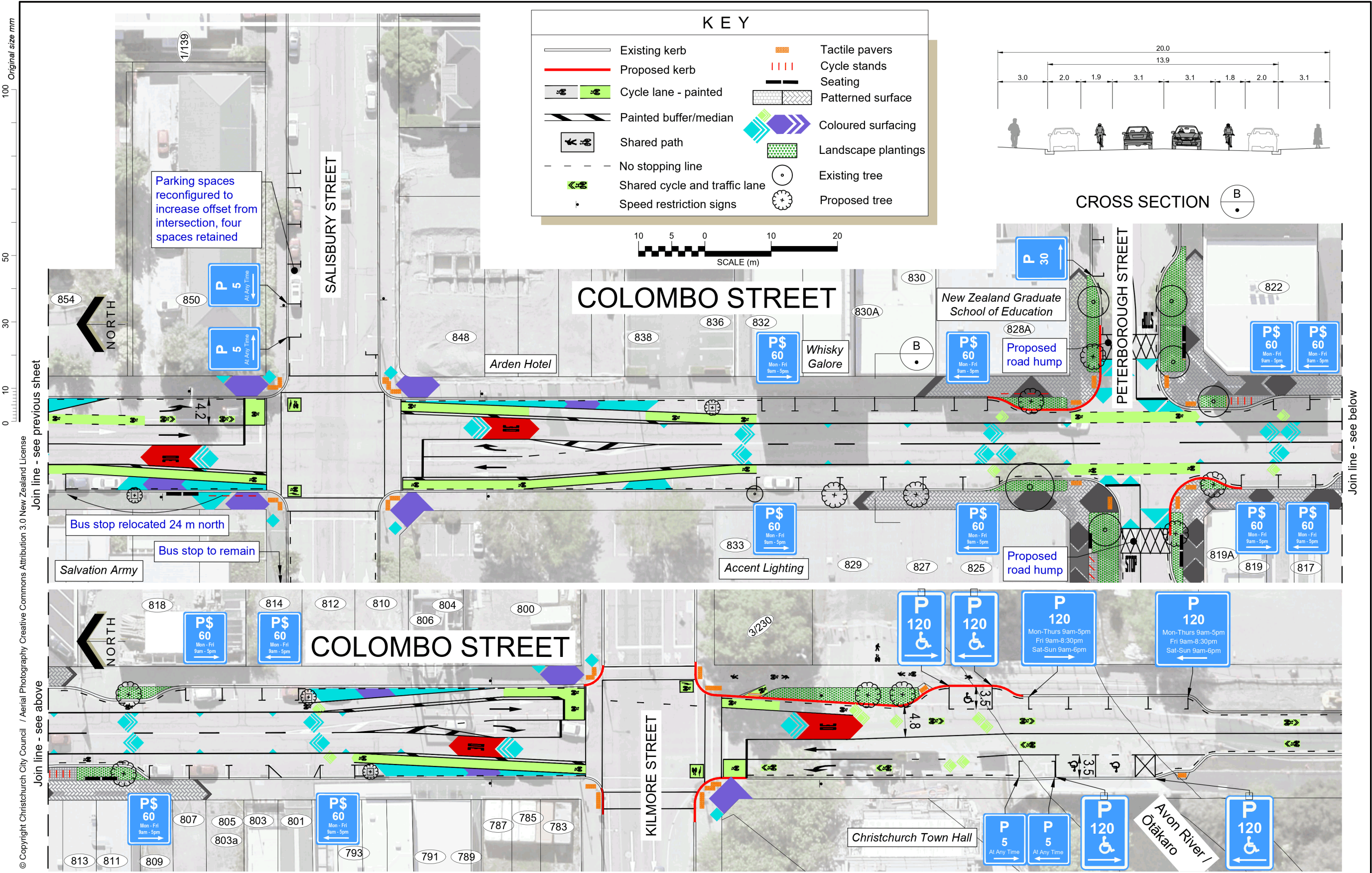
### Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Kirsty Mahoney - Project Manager Michael Thomson - Transport Engineer Jacqui Wilkinson - Committee and Hearings Advisor
<b>Approved By</b>	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport Carolyn Gallagher - Acting General Manager City Services

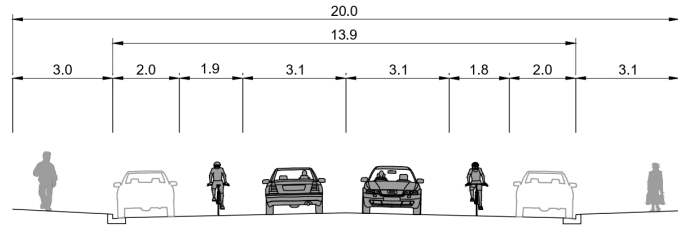
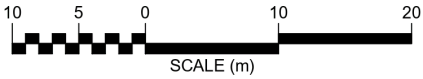








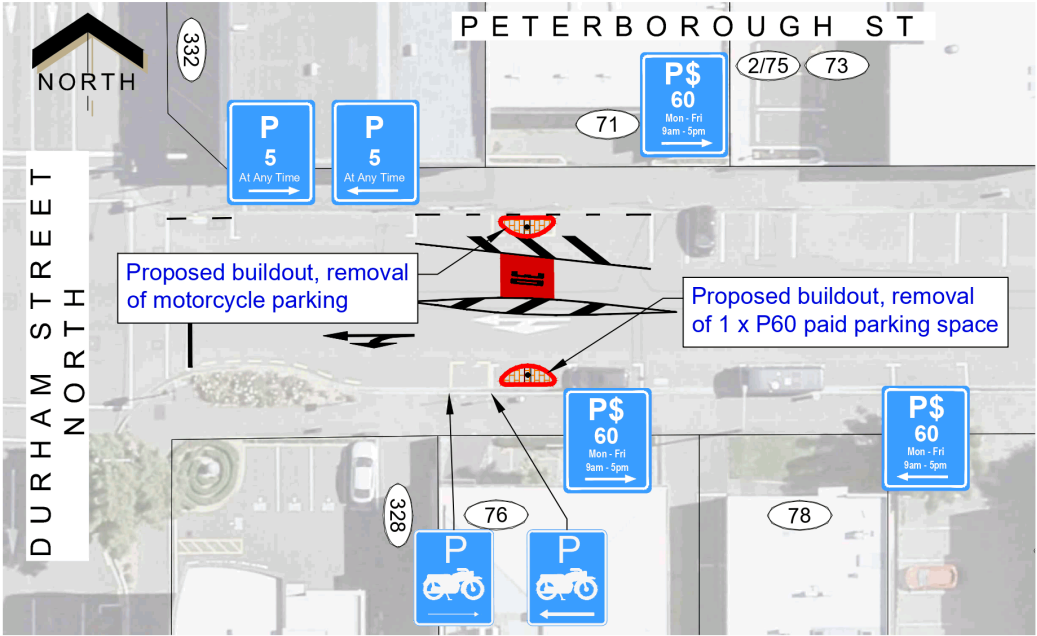
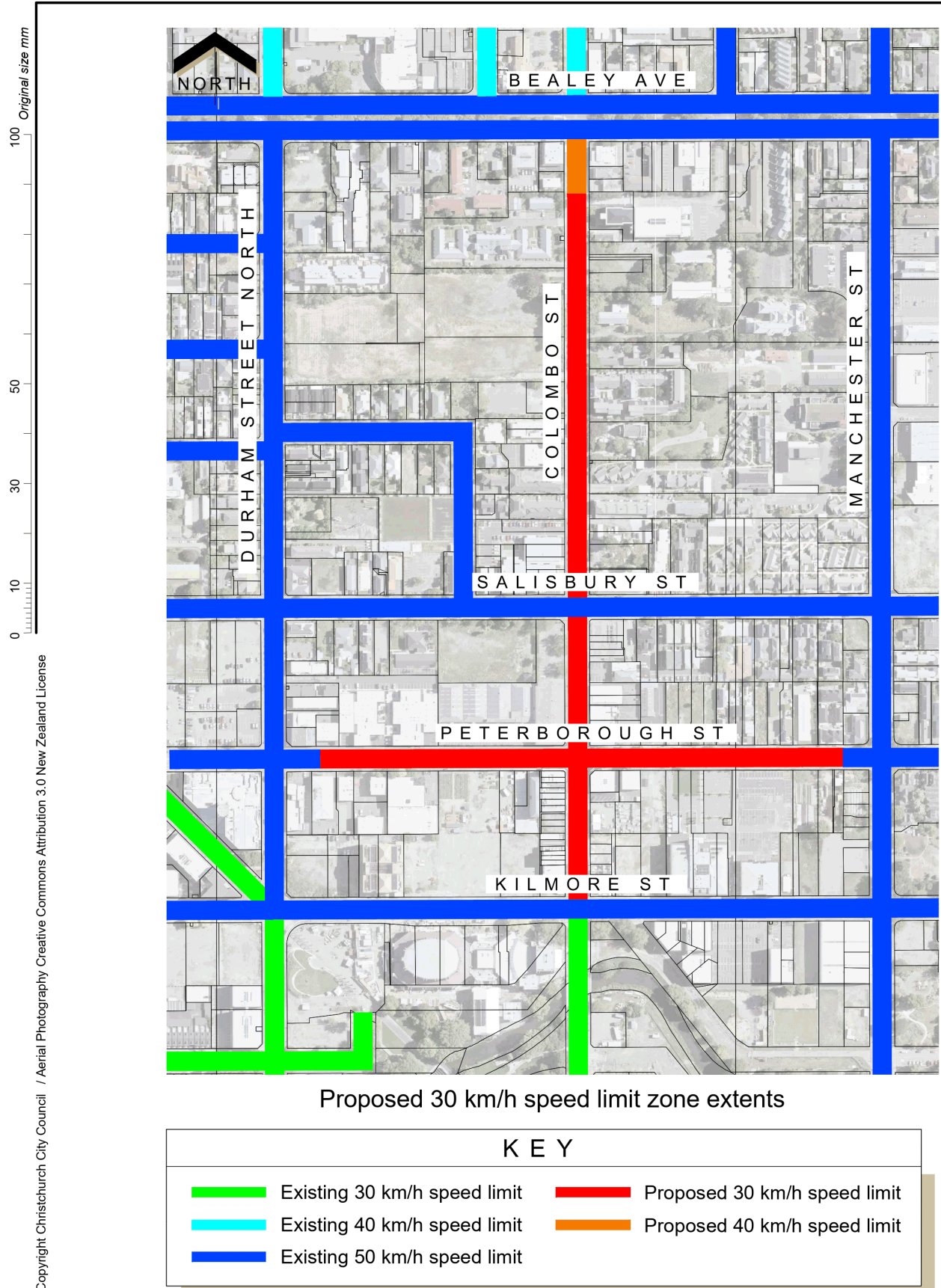
KEY			
	Existing kerb		Tactile pavers
	Proposed kerb		Cycle stands
	Cycle lane - painted		Seating
	Painted buffer/median		Patterned surface
	Shared path		Coloured surfacing
	No stopping line		Landscape plantings
	Shared cycle and traffic lane		Existing tree
	Speed restriction signs		Proposed tree



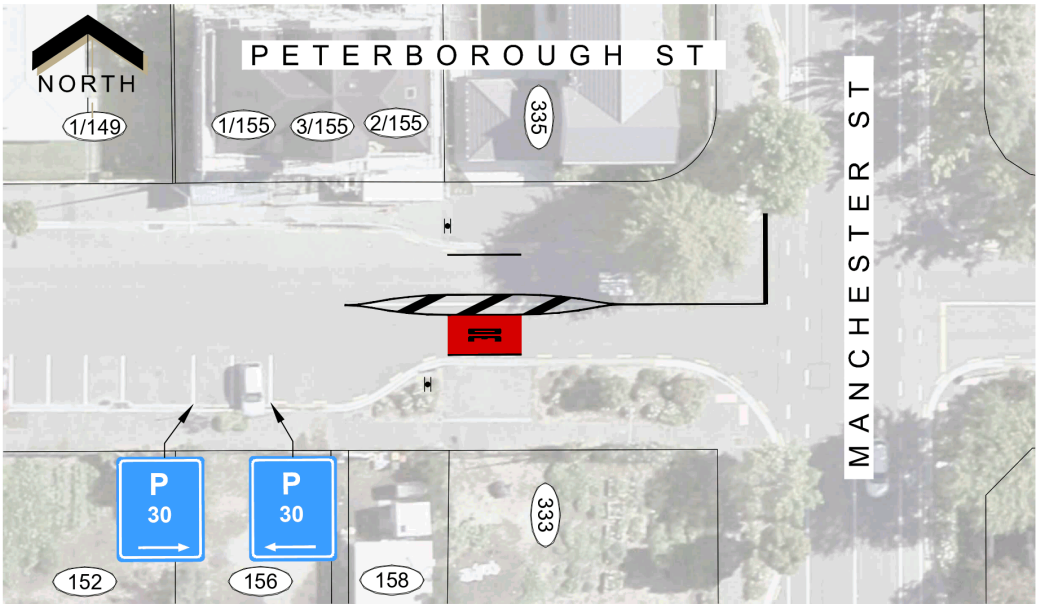
© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License  
Join line - see above

Join line - see below





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



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

