

Upgrade of Kilmore Street (Colombo Street to Durham Street): Summary of consultation

During the development of a concept plan for Kilmore Street (from Colombo Street to Durham Street North) discussions were held with key stakeholders including representatives of Vbase, which manages Christchurch Town Hall operations, Fino Hotel and Suites, and the developers of the Peterborough Quarter on the former Convention Centre site.

Consultation was undertaken from 28 February until 21 March. Leaflets were delivered to 400 businesses and residences in the vicinity of this block of Kilmore Street, and sent to 180 absentee owners, and libraries and service centres in the Christchurch City area. In addition, 200 key stakeholders received emails about the project.

Of the 44 responses received, 18 (41%) supported the scheme outlined in the consultation plan, 21 (48%) generally supported the plan but had some concerns, four (9%) did not support the plan, and one submitter did not state a view.

Key Issues

Key issues arising from the consultation plan included the shared path for pedestrians and cyclists on the south side of the Kilmore Street block near the Durham Street North intersection, cycling facilities, and the proposed removal of the left turn lane from Kilmore Street onto Durham Street North. Removal of parking on the western side of Durham Street North to provide a gateway to the 30 km/h zone was also a concern, with 43 people signing a petition opposing the parking loss.

Two submitters, the Foundation for the Blind and Earthquake Disability Leadership Group, opposed the shared path saying footpaths, especially for those with impairments must be logical, usable and safe. Two other submitters referred to safety issues, while two submitters supported the shared path.

As a result of feedback, the shared path in front of 70 Kilmore Street has been removed from the plan for approval because of potential conflict with pedestrians. The southern footpath is expected to be heavily used by pedestrians when events are occurring at the Town Hall.

Cycling advocacy group Spokes was one of six submitters critical of cycling facilities. Of particular concern was the width of the cycle lanes. Submitters have been advised that in the plan for approval Kilmore Street cycle lanes are 1.8 metres wide. Cycle lanes at bus stops (1.5 metres) are narrower in order to accommodate the width of buses. As buses have no doorways exiting into the cycle lane a safer environment exists than that provided against car parking spaces. Two submitters wanted separated cycle lanes while two did not support marked cycle lanes.

Removal of the free left turn from Kilmore Street onto Durham Street North was supported by Ōtākaro Limited, Environment Canterbury, the Canterbury District Health Board (CDHB), the Blind Foundation and the Earthquake Disability Leadership Group, but opposed by two respondents.

Environment Canterbury also submitted that the coach stop, to be available from 6pm to 6am in front of the Town Hall, should be located at the front rather than the rear of the two stops to facilitate bus turnover. The plan for approval has been changed to reflect this.

The proposed bus shelter is located beside the westbound bus stop. The shelter will be provided, operated and maintained by Adshel NZ. Staff have engaged with Vbase, who will operate the Town Hall, in addition to other departments within the Council (Heritage, Landscape, Urban Design, and Planning). No objection has been received to the proposed shelter type or location.

Drop off zone

Three submitters commented on the drop-off zone in front of the Town Hall entrance, with the CDHB calling for effective circulation to prevent queuing vehicles from backing up in traffic lanes and over the cycleway. The Earthquake Leadership Disability Group added that there was a need for a permanent dedicated drop-off zone in front of the Town Hall for disabled people, the elderly and those arriving by taxi or Uber. They were advised that the drop-off area would be managed by Vbase, operator of the Town Hall. If the drop-off area in front of the Town Hall was unavailable, three evening P5 parking spaces have been provided for drop-offs on Kilmore Street to the east of Colombo Street.

The availability of mobility parking near the entrance to the Town Hall was highlighted by one submitter. He was advised that a mobility park was provided near the entrance and two others would be provided on Colombo Street immediately south of Kilmore Street. The drop-off facilities may also assist those with impairments.

Following discussions with Fino Hotel about loading and access, a loading zone has been provided at No. 87 Kilmore Street. The other two loading zones on the north side of the block are proposed to convert to bus stops if the two-way conversion proceeds.

The project team has reviewed the number of future car parks on the western side of Durham Street North near the Kilmore Street intersection following strong concerns expressed on behalf of a café, supported by a 43-name petition.

The project team noted that in the consultation plan six parking spaces were added on the east side of Durham Street and five existing spaces were removed on the western side to make way for the gateway to the 30 km/h zone. The review concluded that no further spaces could be added on the western side. The threshold north of the café was needed to signal entry to the 30 km/h zone and Spark has a consent to install a cell phone tower in this location.

One submitter criticised the number of additional trees in the consultation plan while another said he was delighted at the replacement lime trees in front of the Town Hall. These were a reminder of the historical connection to the Limes Hospital, which was formerly located on the Town Hall site.

Three submitters were concerned at the proposed delay in implementing the change from one-way to two-way traffic. They were advised that the draft 2018-28 Long Term Plan (LTP), which provides funding for construction of the remainder of Kilmore Street and Salisbury Street in 2021/22, is out for consultation until 13 April 2018. Submissions can be made at www.ccc.govt.nz/ltp

Four submitters expressed concern about disruption during construction and the need to stage works to prevent impacts on businesses and traffic. They were advised that the work on Kilmore Street, between Colombo Street and Durham Street North, was expected to precede construction on Victoria Street but follow the completion of works on Durham Street North.

The following changes have been made to the scheme plan to take into account consultation feedback:

1. Road markings have been updated to minimise the rework if the two-way conversion of Kilmore Street is undertaken. This includes
 - a. Cycle lanes on Kilmore Street west of the intersection of Kilmore Street / Colombo Street have been moved next to the new kerbs.
 - b. Cycle lane green surfacing has been amended slightly.
2. Loading zone and bus stops
 - a. A loading zone has been installed outside Fino Hotel at No.87 Kilmore Street.
 - b. A proposed new tree outside the hotel has been removed.

- c. Entry tapers and exit tapers of bus stops on both sides of Kilmore Street have been modified.
- 3. 30 km/h threshold
 - a. Length of colour surfacing has been extended from 3.5 metres to 10 metres.
 - b. Two proposed trees at the gateway have been removed for installation of new gateway 30 km/h speed signs.
 - c. Location of a proposed cell tower in the gateway landscaping area has been noted.
- 4. Footpath
 - a. The proposed 5 metres wide shared path from Durham Street North to the west of the Town Hall has been changed to a footpath for pedestrians only. Relevant cycle ramps and road marking have been removed.
- 5. Parking
 - a. 120-minute time restrictions have been specified for six new parking spaces on the east side of Durham Street North.
 - b. 180-minute time restrictions have been specified for the mobility parking space on the south side of Kilmore Street, west of Kilmore Street and Colombo Street intersection.
- 6. Other
 - a. A proposed new tree on the south side of Kilmore Street west of the bus stop has been removed. This is to avoid any potential conflicts between the tree and heavy vehicles turning into the driveway.
 - b. Locations of proposed cycle racks have been slightly changed.
 - c. Size of proposed bus shelter has been enlarged.
 - d. Tactile pavers have been slightly changed.