

Submitter #34616



# DALMAN' ARCHITECTS OF SPACE

29 September 2020

## **Colombo Street Cycle Route Connection**

Dalman Architects' office is located at 825 Colombo Street.

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

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

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

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

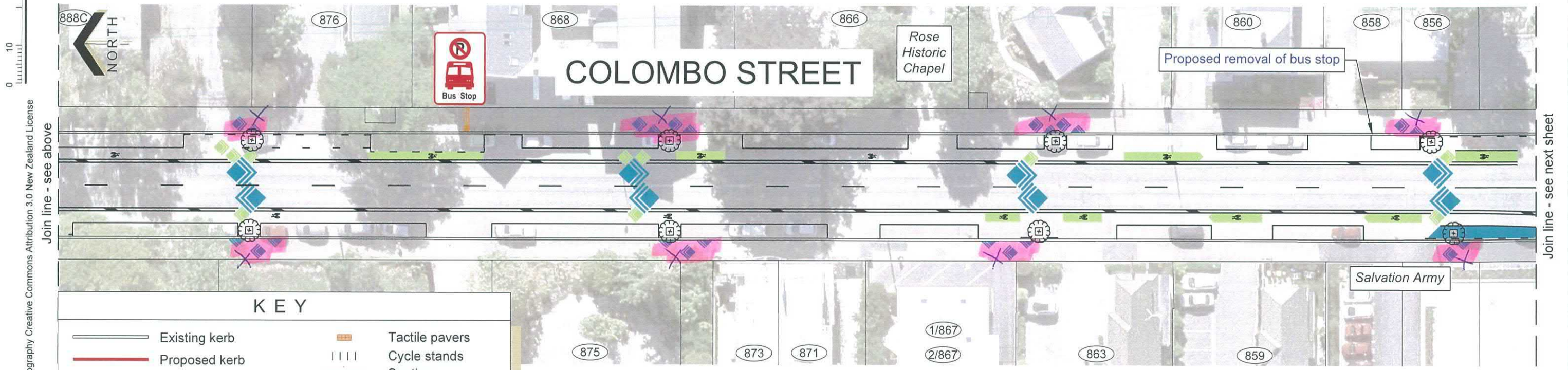
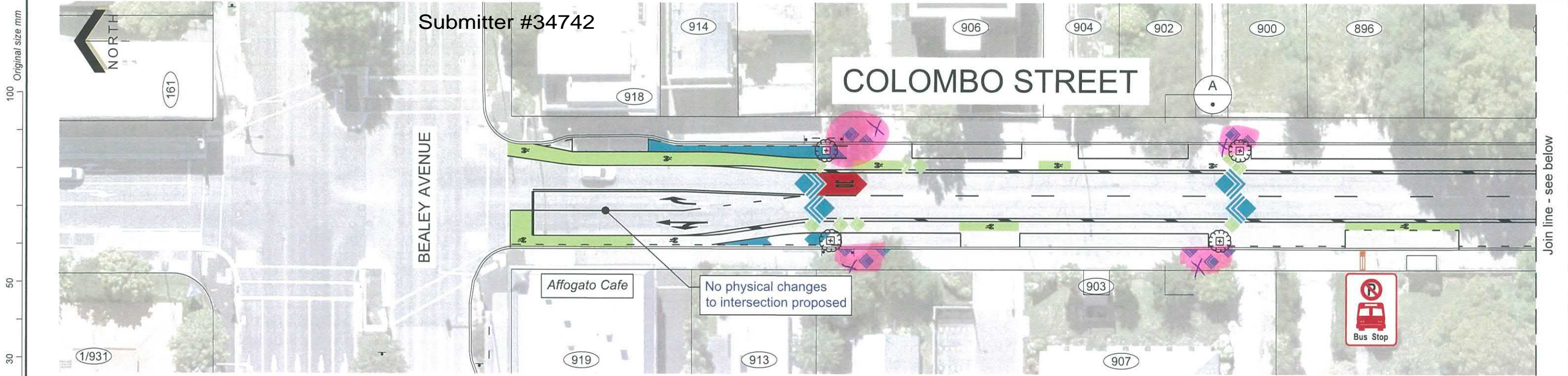
We also like how you have kept the car parks to Colombo Street in front of 825-833 which are essential to local businesses.

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

Architects & Interior Designers





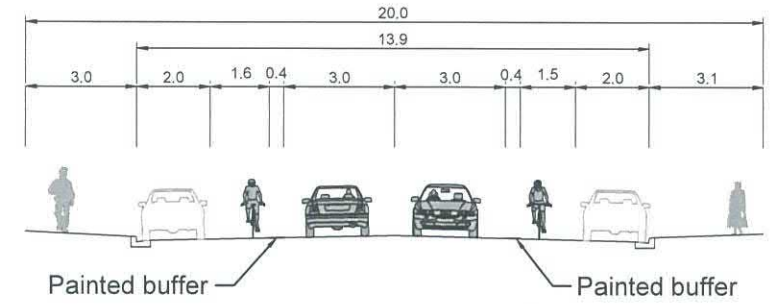


**KEY**

	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



*Recommend not to add colour to the footpath that could create visual complexity & discomfort - particularly for those who have a vision impairment.*



CROSS SECTION A

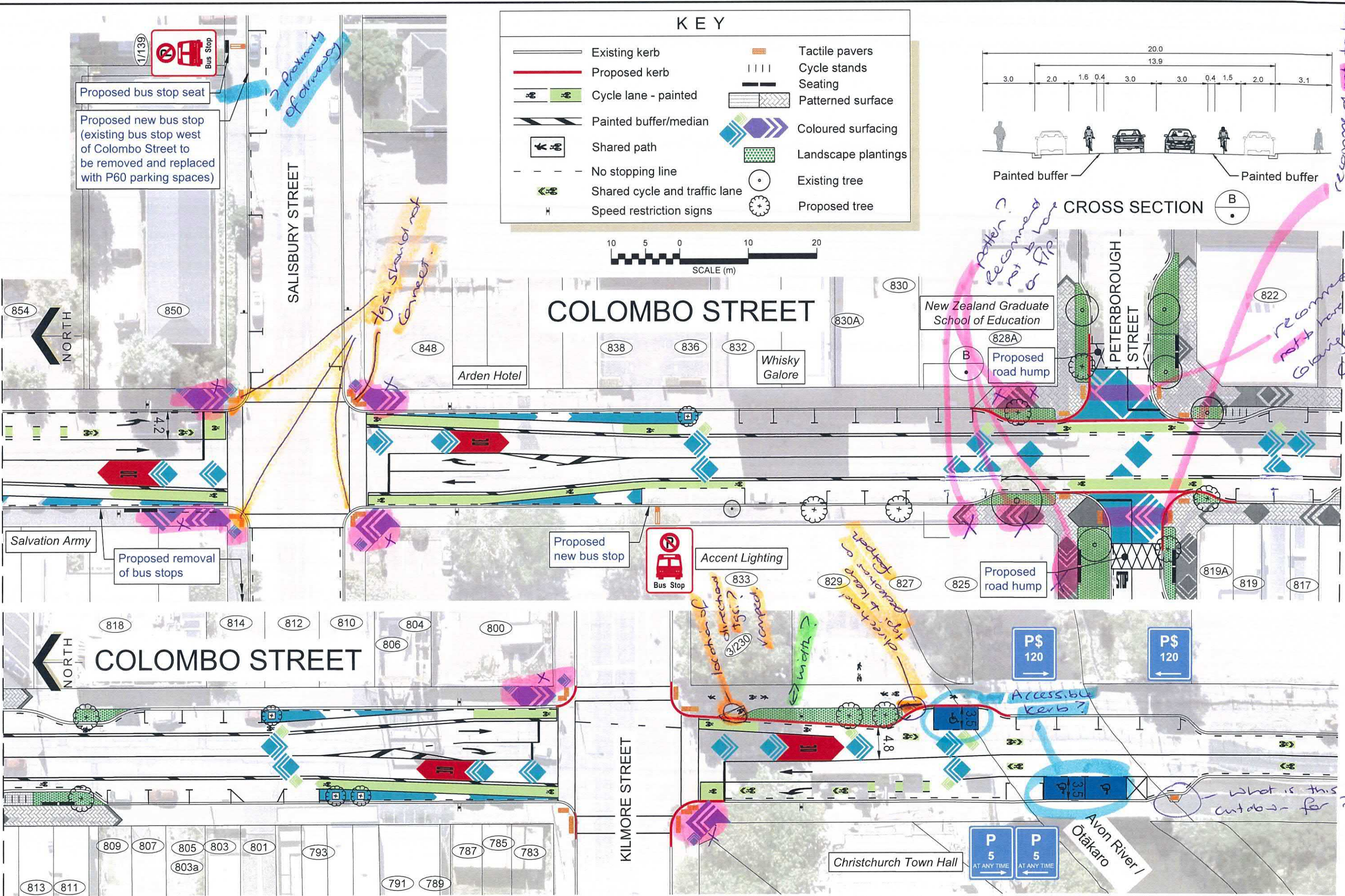


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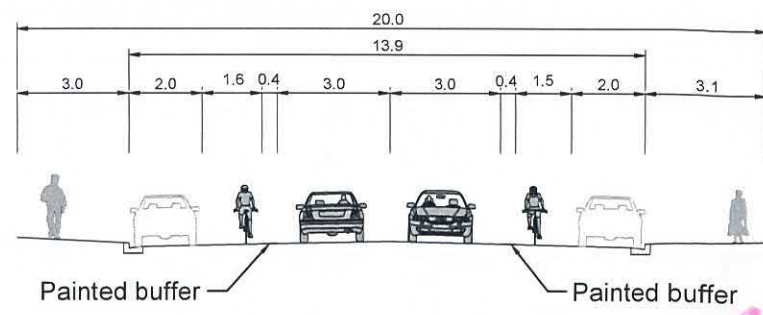
Join line - see previous sheet

Join line - see above



**KEY**

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	Speed restriction signs		Proposed tree



Join line - see below

*recommended not to have pattern overlap for coloured pavement*

*recommended not to have pattern overlap for coloured pavement*

*recommended not to have pattern overlap for coloured pavement*



8<sup>th</sup> October 2020

Submission to Christchurch City Council

By attachment to Council Submission page link.

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

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

Submission Begins:

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

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

About us:

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

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

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

Outline of our concerns:

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

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

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

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

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

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

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

3. Other Nearby Developments – Their Potential Impact

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

4. Design Aspects – Tree Location

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

## Summary

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

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

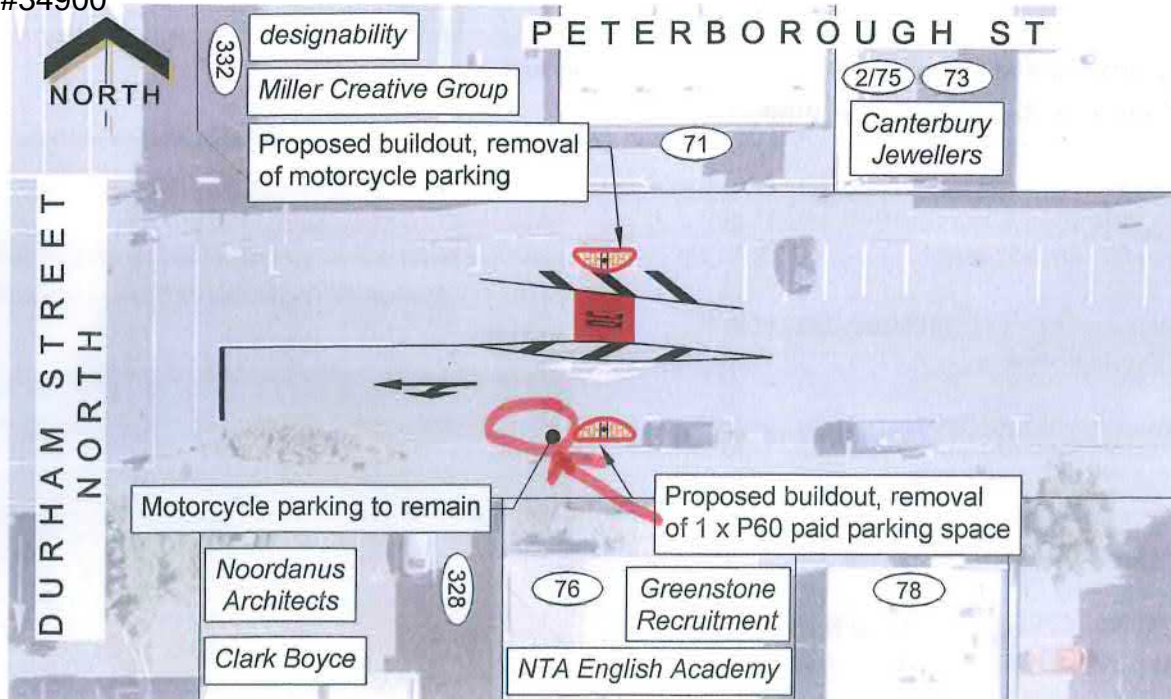
Yours sincerely,

**Allan Bateman**

Major Allan Bateman | Corps Officer  
The Salvation Army | Christchurch City Corps  
853 Colombo Street, Christchurch 8013, PO Box 1015, Christchurch 8140

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<sup>1</sup> Novo Group Resource Consent Full Document, pg 18



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



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

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

**Date:** 9 October 2020

**To:** Christchurch City Council

**From:** Waipapa/Papanui-Innes Community Board

**Contact:** Emma Norris  
Chairperson  
C/ Papanui Innes Community Board Advisor  
5 Restell Street, Papanui

Ph 941 8637

### **Introduction**

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

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

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



### **Paint vs barriers**

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

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

Good locations will be:

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

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

### **Speed limit**

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

### **Design patterns & trees**

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

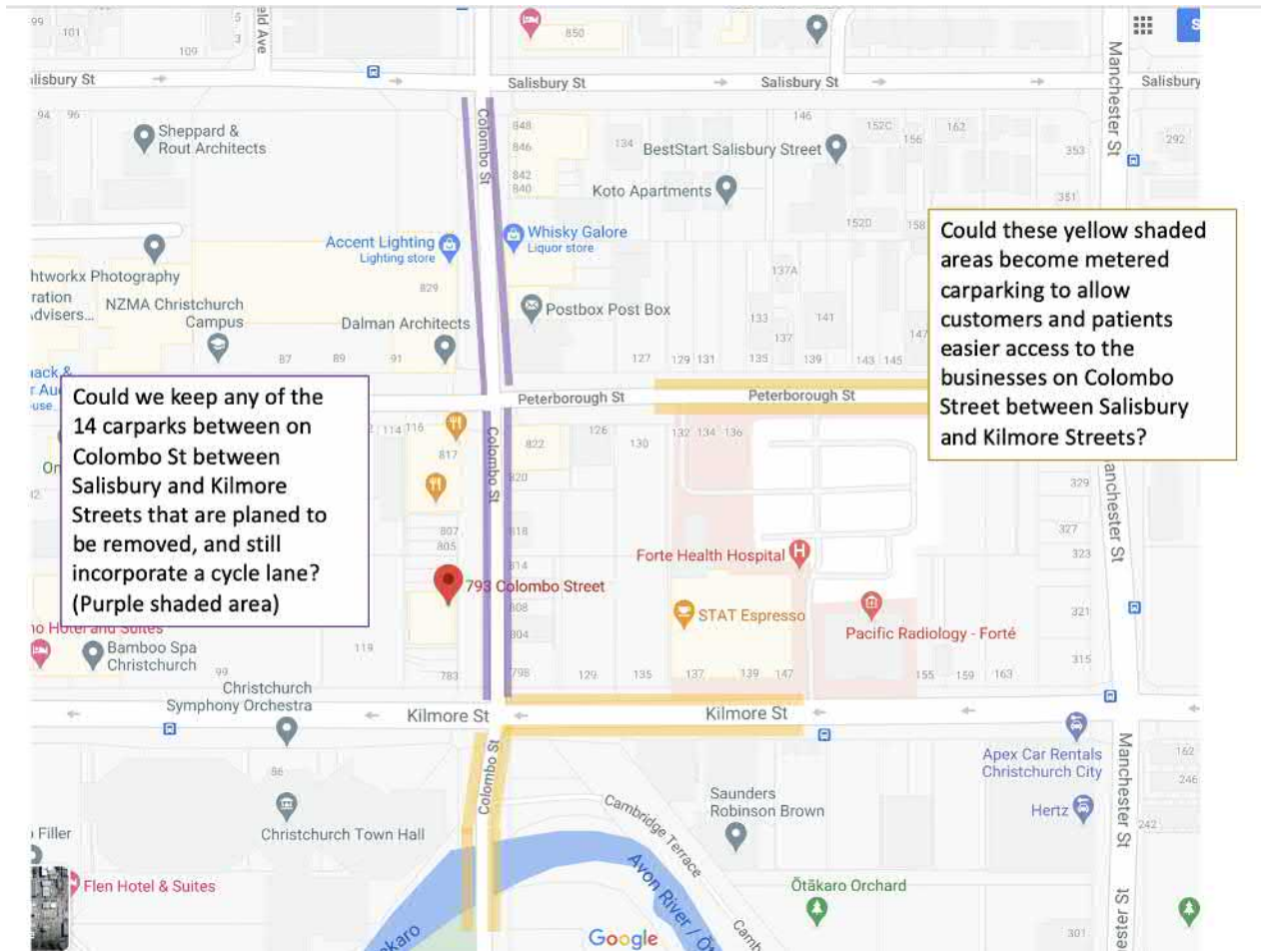
I do welcome more trees and hope they can become a permanent feature and that the temporary trees will get planted in the ground once a rebuild is finished.

### **Benches and bike parking**

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

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

Submitter #35287





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

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

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

## Changes Sought

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

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

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

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

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

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

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

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

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

Cathedral Dental Centre  
23 October 2020



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attached are photos of Colombo street between Peterborough Street to Kilmore Street in relationship to 793 Colombo Street showing the numerous empty lots that have not been built on since the earthquakes. The top down view of the plans distributed by CCC for comment does not really portray the realities of the area.

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

RASH FAMILY TRUST  
23 October 2020





Figure 1: Kilmore St end of Colombo St with Town Hall in the background on east side of 793 Colombo Street

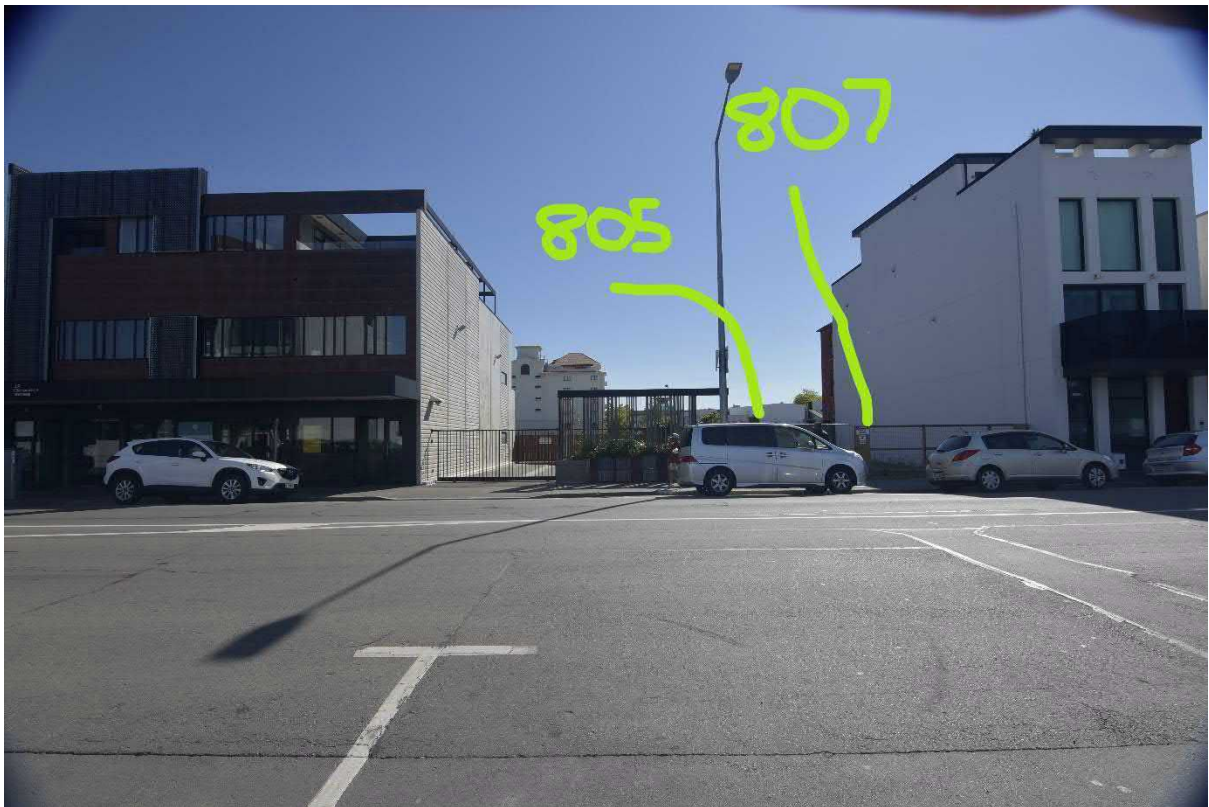


Figure 2: Empty land on the west side of 793 Colombo Street

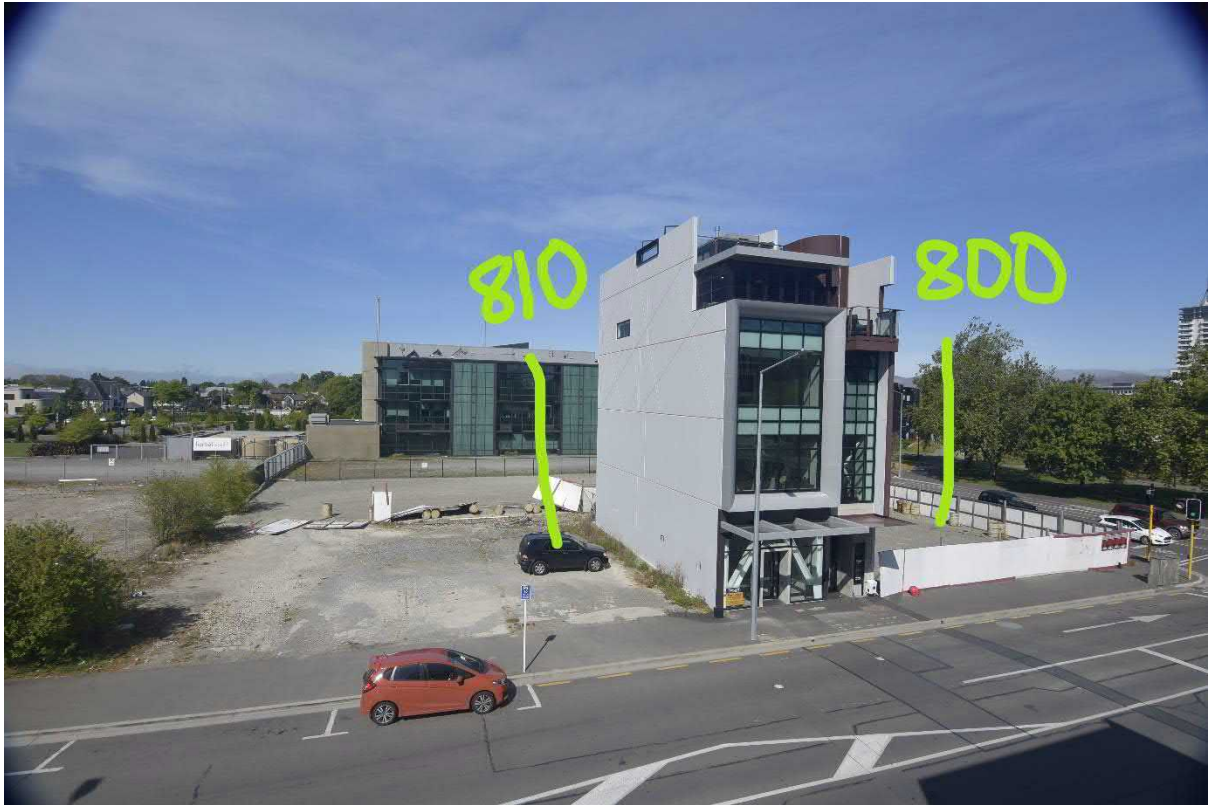


Figure 3: Kilmore end of Colombo St on the opposite side of the street to 793 Colombo Street



Figure 4: Further empty land on opposite side of street to 793 Colombo Street



## Colombo Street Cycle Route Connection

26th October 2020

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

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

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

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

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

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

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

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

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

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

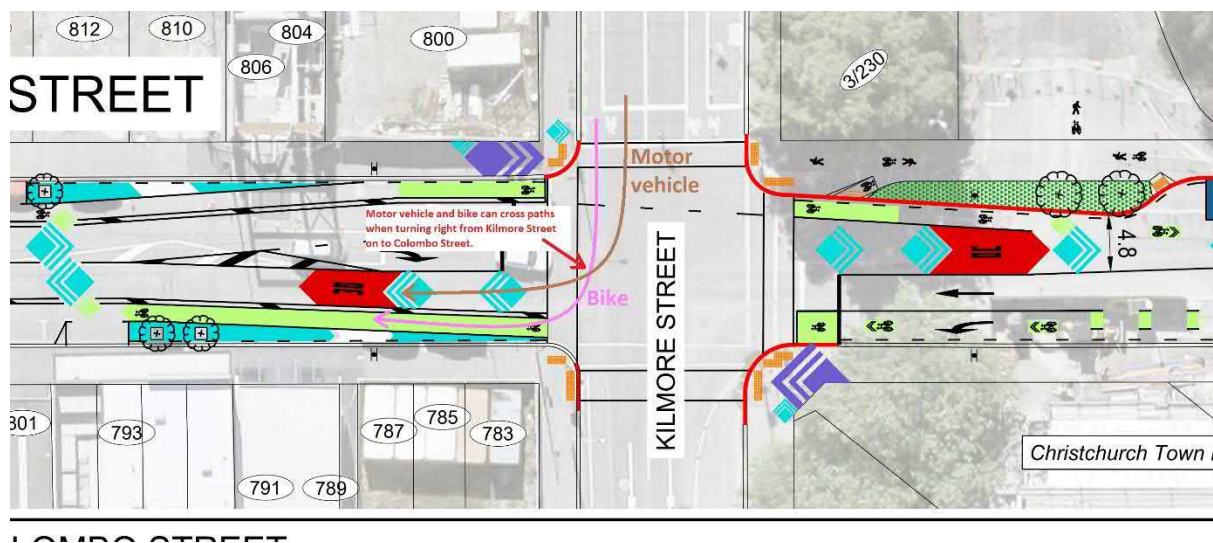


Figure 1 - Cross path turning conflict between bike and motor vehicle.

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

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

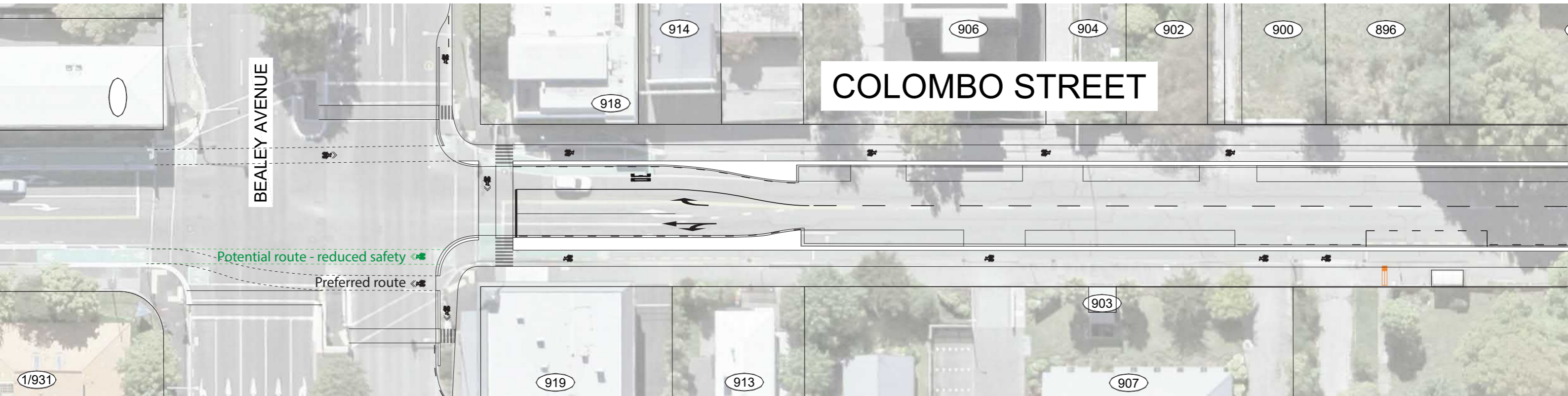
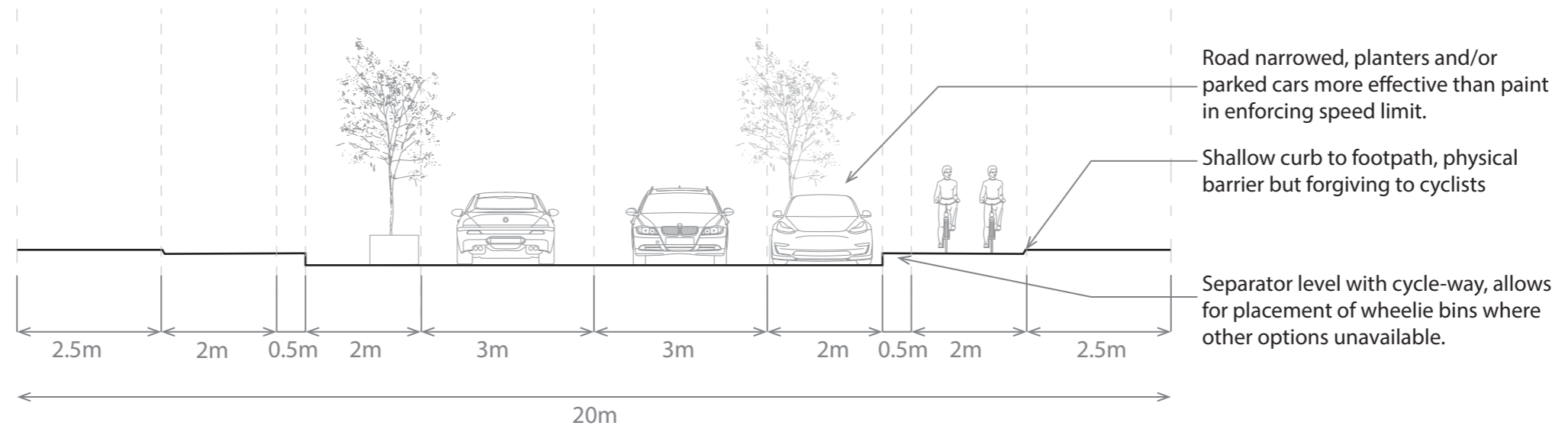


Figure 2 - A parent scared to bike themselves or teach their child to ride a bike.



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





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

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

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

Submitter #35506

To whom it may concern,

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

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

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

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

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

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

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

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

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

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

Colombo St west side

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

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

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

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

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

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

Colombo St East side

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

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

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

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

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

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

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



Family and other kind accommodation: 3

Retirement Village: 2

Church Service: 2

School: 3

Restaurant/Café: 6

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

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

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

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

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

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

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

## *Street trees*

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

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

## *Bus stops*

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

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

•

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

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

## *Parking*

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

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

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

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

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

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

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

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



[REDACTED]  
Christchurch

Phone: [REDACTED]

E-mail: [REDACTED]

20 October 2020

Kia ora Tara:

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

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

## **Speed limits**

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

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

## **Design concept**

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

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

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

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

## Design details

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



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

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

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

## Bealey Avenue signal operation

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

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

## Shared lane use south of Kilmore Street

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

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

8. Recent research of 12 cities in the US shows that separated cycleways and infrastructure created to make cycling safe at intersections etc, results in a 44% drop in road fatalities for all road users. Council should continue to commit to creating a safe, connected, separated cycle network, for the benefit of all road users.

<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/><https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub>

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

Thank you for considering my submission.

Ngā mihi  
Jessica Halliday



NORTH COLOMBO TRANSITIONAL PROJECT

PETERBOROUGH VILLAGE INCOPORATED

MAR 2015

NCLA AND WOODLA  
LANDSCAPE ARCHITECTS

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## INTRODUCTION

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

## BACKGROUND

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

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

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

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

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

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

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

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## TRANSITIONAL

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

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

## IDENTITY

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

## PEDESTRIAN SAFTY

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

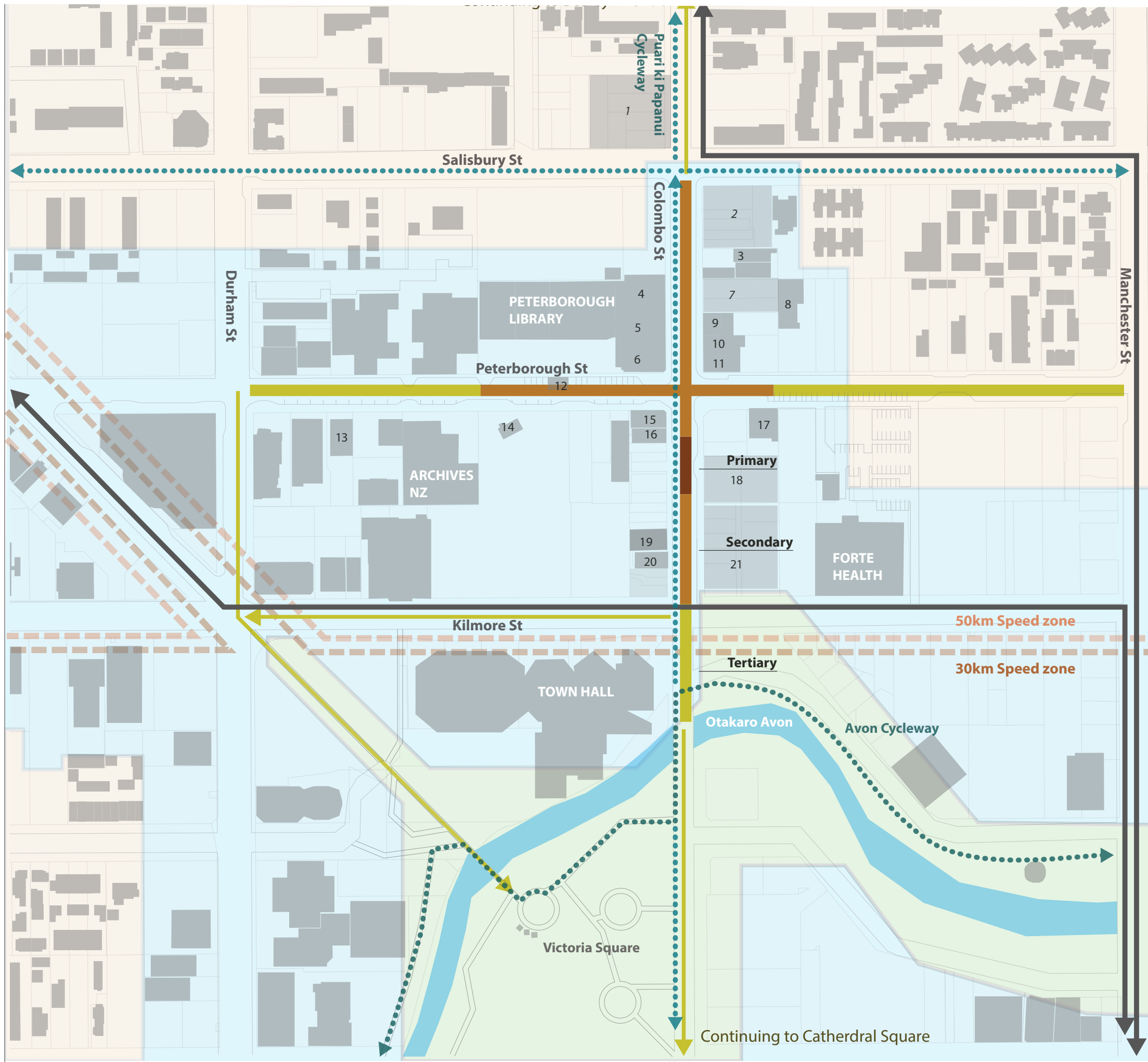
## CYCLE FRIENDLY

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

## CONNECTIVITY

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





- Primary interventions**
- Secondary interventions**
- Tertiary interventions**
- Theme continuation
- 50kmph Speed zone
- 30kmph Speed zone
- Bus Routes
- Priority cycle routes

**Central City zoning**

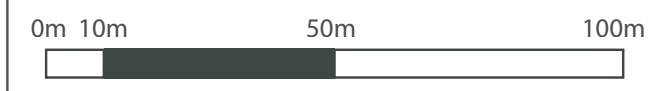
- Conservation
- Residential
- Mixed use

- 1 *Salvation Army proposed community center*
- 2 *Hotel Cosa*
- 3 *Braziers*
- 4 *Accent lighting*
- 5 *Seymour Travel College*
- 6 *SpazioCasa*
- 7 *Proposed mixed-use*
- 8 *McGirr Motors*
- 9 *Himalayas Restaurant*
- 10 *Corkin + Friends*
- 11 *MHAPS*
- 12 *Pete's Landing*
- 13 *McCormack & McKellar Auctioneers*
- 14 *Arts Central*
- 15 *Rangoon Ruby*
- 16 *Mama Hooch*
- 17 *Architectus*
- 18 *MIRO proposed mixed-use*
- 19 *Cathedral Dental*
- 20 *Venuti*
- 21 *Luney's*

Drawing: **Site Context**

Showing overview of surrounding business' and Planning zones which effect the site.

06/04/2015



Scale 1:1000





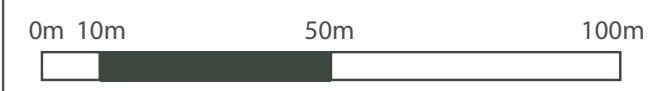


- Primary Interventions
- Secondary Interventions
- Tertiary Interventions
- Bike lane
- Active pedestrian space
- Temporary public space
- Themed streetscape items (Lamp posts/Rubbish bins)
- Active pedestrian street crossing
- Proposed trees
- Existing trees
- Existing street planting
- Street planting improvements

Drawing: **Schematic Plan**

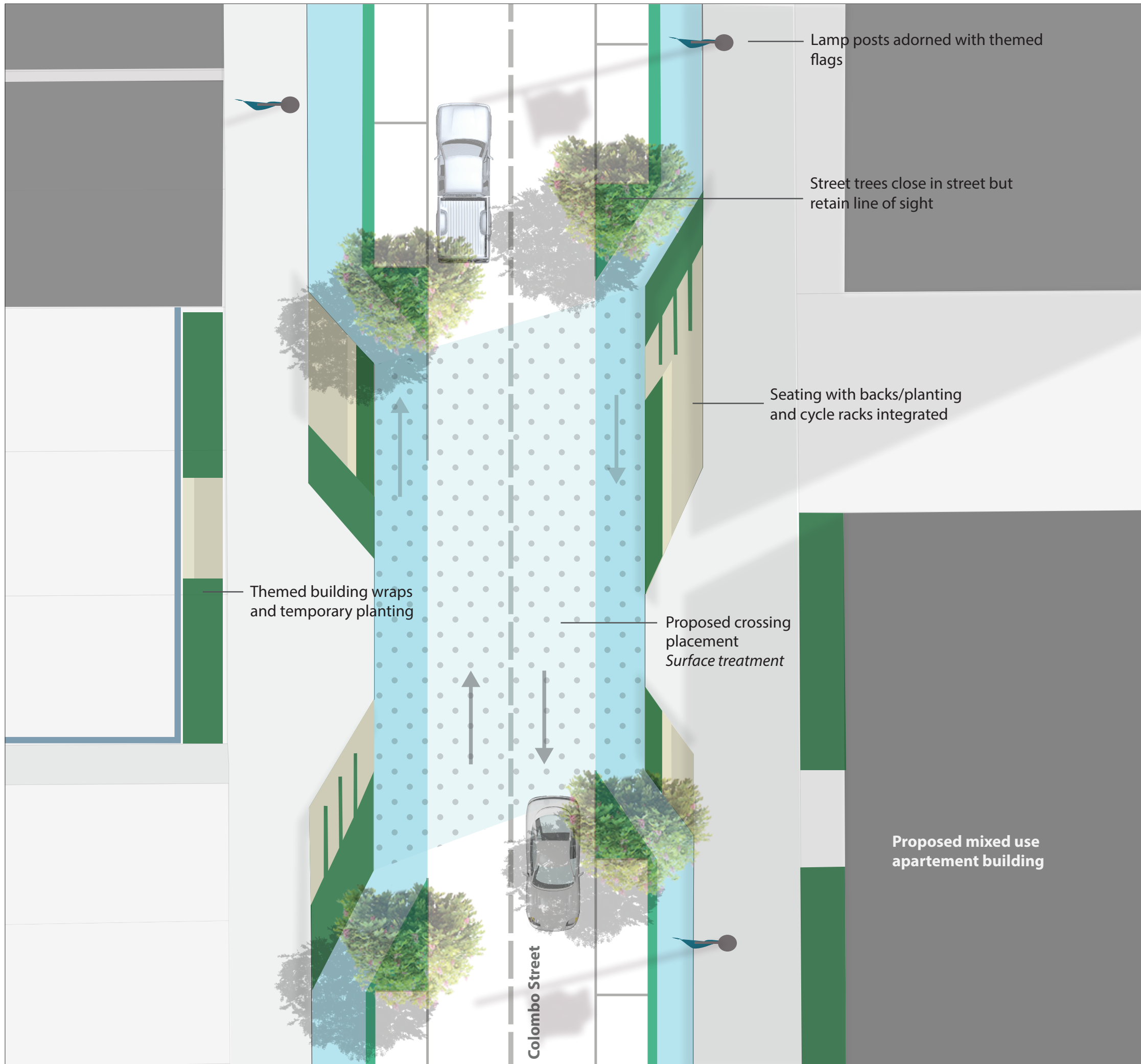
Diagrammatic plan showing general location and concentration of designed elements.

06/04/2015



Scale 1:1000





-  Proposed crossing placement  
*(Not zebra crossings)*
-  Cycle Lanes
-  Seating/Street furniture
-  Plantings
-  Cycle rack
-  Cycle lane buffers
-  Buildings
-  Building Construction wrap
-  Lamp post with flag

Themed building wraps and temporary planting

Lamp posts adorned with themed flags

Street trees close in street but retain line of sight

Seating with backs/planting and cycle racks integrated

Proposed crossing placement  
*Surface treatment*

Proposed mixed use apartment building

Colombo Street

Drawing: **Example detail plan**

Conceptual detail of Colombo Street, just south of Peterborough Street intersection.

06/04/2015



Scale 1:100







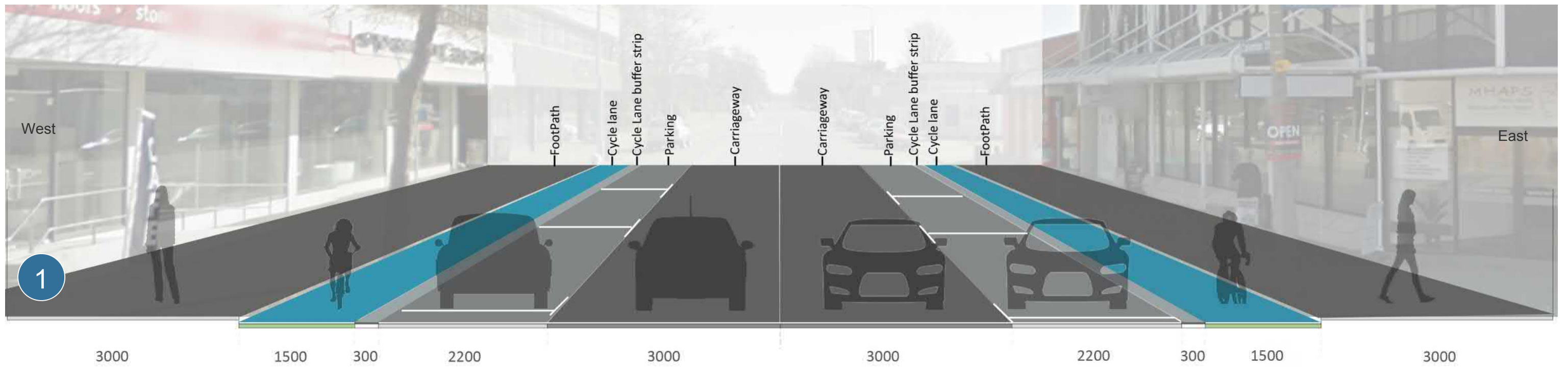
## KEY

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

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

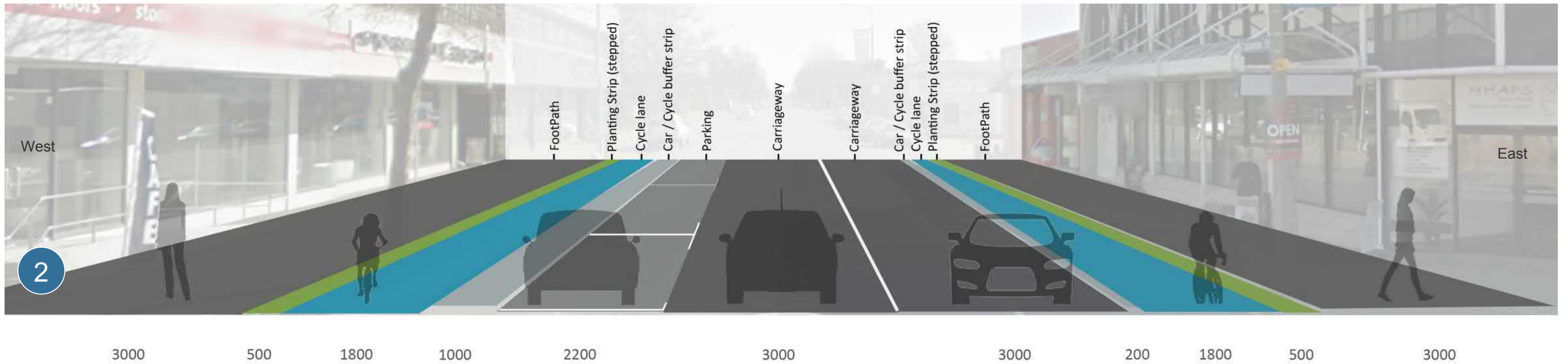
NORTH COLOMBO TRANSITIONAL PROJECT - Image showcasing different site elements implemented into the proposed street scape (indicative only)





**COLOMBO STREET - Looking North**

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



**COLOMBO STREET - Looking North**

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

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





Modular Planter

TIMBER PLANTERS WITH SEATING. DESIGN MAY BE ADAPTED TO FIT AROUND EXISTING COUNCIL PLANTER STOCK TO INTEGRATE WITH PROPOSED STREETScape ELEMENTS

Recycling Module

NARROW TIMBER RUBBISH FACILITIES WITH INTEGRATED PLANTER DESIGNED TO TAKE UP MINIMAL SPACE ON SIDE WALK.



Bench Seat

SIMPLE STEEL FRAME AND TIMBER SLAT BENCH SEATING, SOME VERSIONS TO HAVE BACK SUPPORTS



Platform Image

EXAMPLE OF A PRIMARY AND SECONDARY INTERVENTION USED TO CREATE A CROSSING AREA AND ACTIVE PEDESTRIAN SPACE. (INDICATIVE ONLY)

SEATING / LOUNGING AREA

STREET PLANTING

BIKE STAND



The Platform

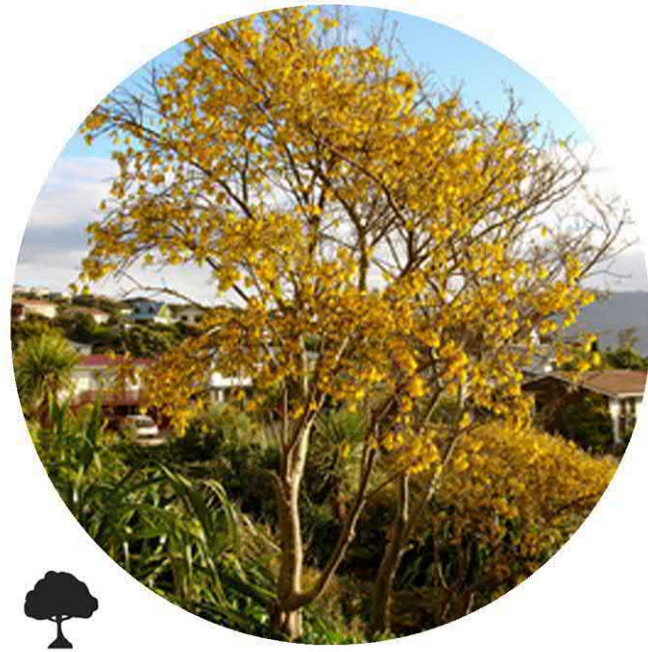
STEEL FRAME AND TIMBER SLATTED PLANTERS WITH SEATING AND BIKE STANDS INCORPORATED INTO THE MODULE.

THE MODULE WOULD APPROXIMATELY FILL THE SPACE OF A SINGLE CAR PARK AND BE MOUNTED LEVEL WITH THE FOOTPATH





*Pseudopanax crassifolius*  
Lancewood/ Horoeka



*Sophora microphylla*  
South Island Kowhai



*Clematis forsteri*  
Yellow Clematis



*Parsonsia heterophylla*  
Kaiwhira, NZ Jasmine



*Muehlenbeckia astonii*  
Shrub Pohuehue



*Libertia ixioides*  
Mikoikoi, NZ Iris



*Astelia fragrans*  
Kakaha, Bush Flax



*Blechnum penna-marina*  
Kiokio, Little Hard Fern

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





### Road Paint

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



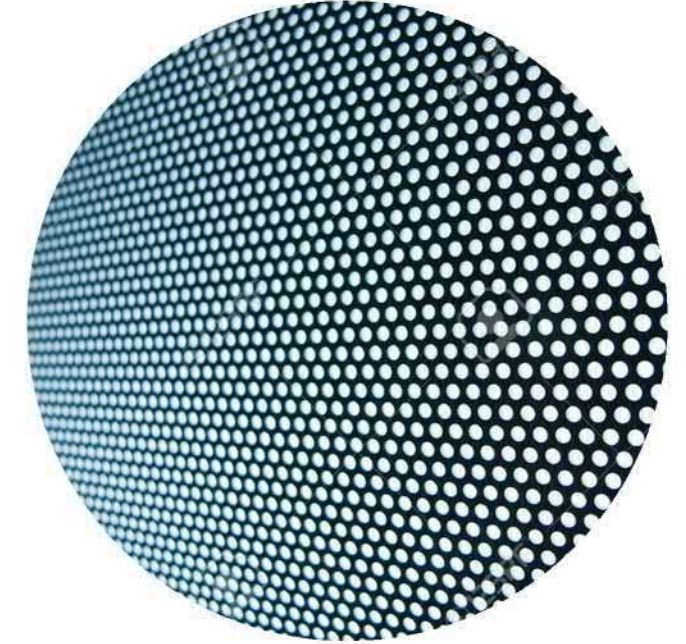
### Stencil on Road

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



### Macro Rough Sawn

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



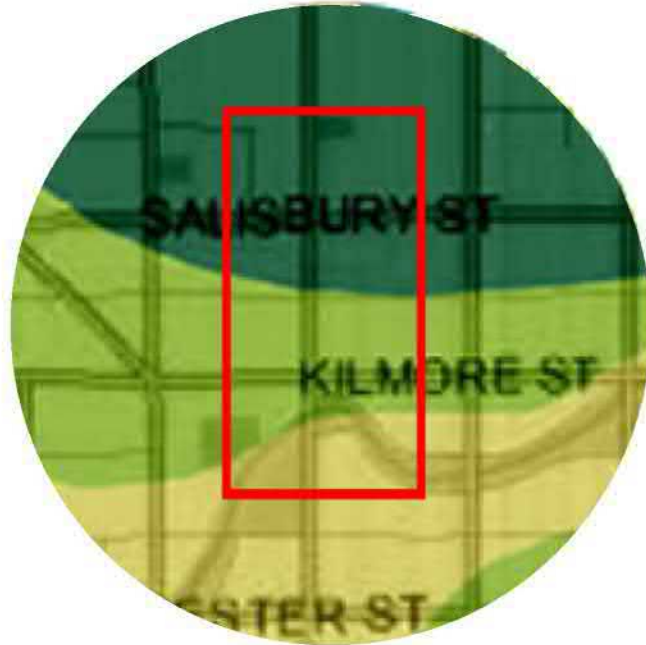
### Blue Steel Mesh

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



### Building Wrap

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



### Otautahi Ecosystems

- Dry Plain Ecosystem
- Wet Plain Ecosystem

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