

# **SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA**

**FRIDAY 9 MAY 2008**

**AT 8 AM**

**IN THE BOARDROOM  
AT SOUTH LIBRARY, SERVICE CENTRE AND SOUTH LEARNING CENTRE  
66 COLOMBO STREET**

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene,  
Karolin Potter, Tim Scandrett and Sue Wells

**Community Board Adviser**

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**1. APOLOGIES**

Chris Mene for absence.

**2. CONFIRMATION OF MEETING REPORT – 15 APRIL 2008**

The report of the Board's meeting (including Chairpersons report) of Tuesday 15 April 2008 is **attached**.

**CHAIRPERSONS' RECOMMENDATION**

That the report of the Board's meeting of 15 April 2008 be **confirmed**.

**3. DEPUTATIONS BY APPOINTMENT**

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

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**SPREYDON/HEATHCOTE COMMUNITY BOARD  
15 APRIL 2008**

**A meeting of the Spreydon/Heathcote Community Board  
was held on Tuesday 15 April 2008 at 4.30pm  
in the Boardroom, Beckenham Service Centre**

**PRESENT:** Phil Clearwater (Chairperson), Barry Corbett, Chris Mene,  
Karolin Potter and Sue Wells

**APOLOGIES:** An apology for lateness was received and accepted from  
Chris Mene who arrived at 4.42pm and was absent for  
clause 10 and part of clause 15.  
An apology for absence was received and accepted from  
Tim Scandrett and Oscar Alpers.

The Board reports that

**PART B – REPORTS FOR INFORMATION**

**1. COLOMBO STREET / CITY SOUTH BUS PRIORITY ROUTE**

This item was forwarded to the 15 May 2008 Council meeting by way of a Chairperson's report.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 ANTHONY DUNCRAFT OWNER OF CYCLONE CYCLES & MOWERS, COLOMBO STREET**

Anthony Duncraft spoke about his concern that the prohibiting of vehicles stopping at any time on Colombo Street, particularly outside his business located at 245-247 Colombo Street would have adverse outcomes for his business.

The Board **decided** to request a Council staff memorandum to be provided prior to the 9 May Board meeting on the following matter:

- (a) An investigation into a solution regarding parking arrangements and the possibility of incorporating a combined parking bay/pedestrian way outside the businesses situated at numbers 245-247 Colombo Street.

**2.2 MERRET SMITH, A BICYCLE RIDER AND REGULAR USER OF COLOMBO STREET**

Merret Smith raised his concerns regarding general safety for cyclists, the problems with having buses and bicycles sharing one lane, whether or not there will still be cycle lanes at non peak times and the lack of enforcement of the traffic rules in his opinion in relation to bicycle lanes. The Board discussed these matters.

**2.3 DAVE JOHNSON A BICYCLE RIDER AND REGULAR USER OF COLOMBO STREET**

Dave Johnson raised general traffic safety concerns for cyclists which in his opinion discourage people from riding bicycles on City streets, problems with buses and cyclists sharing the same lane, the need for a separate and safe place for cyclists to ride which would increase the number of people using bicycles. Mr Johnson suggested that there is a need for more off road cycle connection routes especially around the river areas.

Correspondence on the matter was received from Mike Thorley, bicycle rider and regular user of Colombo Street.

The Board **decided** to include Mr Johnson's suggested routes for off road cycle connection routes in its submission on the Draft Annual Plan 2008/09.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICES OF MOTION**

Nil.

**5. CORRESPONDENCE**

Nil.

**6. BRIEFINGS**

Nil.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** updates from the Community Board Adviser on forthcoming Board related activity over the coming weeks and a memorandum from staff containing information regarding the Aynsely Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection. (Part C, clause 16 refers).

**8. BOARD MEMBERS' INFORMATION EXCHANGE**

Mention was made of the following matters:

- International Association of Public Participation training programme to be held in Christchurch on 9/10 September 2008.
- Community Engagement Books available for information.
- There are differences of opinion regarding the analysis of statistics in relation to Council Housing.

**9. MEMORANDUM FROM PETER MITCHELL GENERAL MANAGER REGULATIONS AND DEMOCRACY SERVICES GROUP**

This matter was received and held over for discussion until the Board meeting scheduled for 17 June 2008.

**PART C – DELEGATED DECISIONS TAKEN BY THE BOARD**

**10. CONFIRMATION OF MEETING REPORT – 4 APRIL 2008**

The Board **resolved** that the report of its ordinary meeting of 4 April 2008, be confirmed.

**11. RUSKIN STREET – PROPOSED NO STOPPING RESTRICTION**

The board considered a report from staff recommending the installation of a “no stopping” restriction on Ruskin Street.

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in an easterly direction for a distance of 25 metres be revoked.

**Clause 11 Cont'd**

- (b) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at a point 36 metres from its intersection with Selwyn Street and extending in a easterly direction for a distance of 15 metres be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Ruskin Street commencing at the Selwyn Street intersection and extending in a easterly direction for a distance of 51 metres.

**12. SPARKS ROAD / HOON HAY ROAD PEDESTRIAN CROSSING FACILITIES**

The Board considered a report from staff recommending that the Board approve the Sparks Road school patrol pedestrian crossing facility project and the Hoon Hay road kea crossing facility proceeding to final design, tender and construction.

The Board **resolved** to:

- (a) Approve the Sparks Road School Patrol Pedestrian Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan.
- (b) Approve the Hoon Hay Road Kea Crossing facility project to proceed to final design, tender and construction, as shown on the scheme plan.
- (c) Approve the following new "no stopping" restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the east side of Rydal Street and extending 20 metres in a easterly direction.
  - (ii) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the west side of Rydal Street and extending 18 metres in a westerly direction.
  - (iii) That the stopping of vehicles be prohibited at any time on the west side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15 metres in a southerly direction.
  - (iv) That the stopping of vehicles be prohibited at any time on the east side of Rydal Street commencing at its intersection with the south side of Sparks Road and extending 15 metres in a southerly direction.
  - (v) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at a point 35.0 metres west of its intersection with the west side of Rydal Street and extending 27.0 metres in a westerly direction.
  - (vi) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 42.0 metres west of its intersection with the west side of Rydal Street and extending 26.5 metres in a westerly direction.
  - (vii) That the stopping of vehicles be prohibited at any time on the west side of Hoon Hay Road commencing at a point 82.5 metres north of its intersection with the north side of Sparks Road and extending 13 metres in a northerly direction.
  - (viii) That the stopping of vehicles be prohibited at any time on the east side of Hoon Hay Road commencing at a point 80.0 metres north of its intersection with the north side of Sparks Road and extending 19 metres in a northerly direction.
- (d) Approve the following new priority control:
  - (i) That a "Give Way" sign be placed against Rydal Street at its intersection with Sparks Road.

**13. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME**

The Board considered a report from the Community Recreation and Sport Adviser seeking funding for Febbie Sangkop, a 17 year old student who lives in the Hoon Hay area to attend the Students Against Drink Driving South Island Conference in Christchurch from 22 -24 April 2008.

The Board resolved to make a grant of \$150 from the 2007/2008 Youth Achievement Scheme to Febbie Sangkop to attend the Students Against Drink Driving South Island Conference in Christchurch from 22-24 April 2008.

**14. CASHMERE PLAYGROUND UPGRADE AND LANDSCAPE ENHANCEMENT**

The Board considered a report from staff seeking approval for the final landscape plan for the Cashmere Playground upgrade and landscape enhancement and to proceed to detailed design and construction, following public consultation.

The Board **resolved** to: approve the final plan for Cashmere Playground Upgrade and Landscape Enhancement and to proceed to detailed design and construction.

**15. REQUEST FOR FUNDING: SPREYDON/HEATHCOTE COMMUNITY BOARD DISCRETIONARY FUND**

The Board considered a report from staff containing requests from community groups for funding from the 2007/2008 Board Discretionary Funds.

The Board **resolved** to:

- (a) Approve a grant of \$3,000 to Addington.Net towards rent/lease costs for July and August 2008.
- (b) Approve a grant of \$7,000 to Cashmere Residents Association to support the second stage of the Cashmere Visioning Project.
- (c) Approve a grant of \$6,072 to Rowley OSCAR to support the shortfall in salary and operating costs for July and August 2008.
- (d) Approve a grant of \$4,000 to SHARP Out of School Care towards staff and volunteer costs for the holiday programme for July and August 2008.
- (e) Approve a grant of \$6,000 to the Spreydon Community Gardens Trust – Strickland Street Community Garden towards the shortfall for salary and operating expenses for July and August 2008.
- (f) Approve a grant of \$6,457 to the Waltham Community Cottage towards salaries of the Cottage Coordinator and Playground Supervisor for July and August 2008.

**16 COMMUNITY BOARD ADVISER UPDATE CONTINUED**

Further to clause 7 (part B) of this report,

The Board resolved:

- (a) That staff be requested to provide a breakdown of the matters covered in the memorandum concerning Aynsely Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection into short term and long term matters to be provided to the 15 July Board meeting.
- (b) That staff review and address matters previously raised by the Board concerning the Living Streets Strategy in relation to the Aynsely Terrace/Centaurus Road/Rapaki Road/Vernon Terrace intersection.

**Clause 16 Cont'd**

- (c) That staff consult and work with ECan in the development of the report concerning Aynsely Terrace/ Centaurus Road/Rapaki Road/Vernon Terrace intersection to be provided to the 15 July 2008 Board meeting.
- (d) To include the following matters in its submission on the Draft Annual Plan 2008/2009:, the Board's number one priority is our environment, Mid Heathcote Opawaho Linear Park Master Plan, resolution of the metropolitan traffic and parking infrastructure issues for Rapaki, Mt Vernon, Murray Aynsley and Montgomery Spur recreational areas, allocation of resources for restoration of the Waltham War Memorial Gates and Wall, additional resources allocated under the line item Community Support Democracy, concern that there are uniform charges made for rates and waste collection, the increase in charges for childcare and whether they are fair and ideas for off road bicycle routes.

The meeting concluded at 6.55 pm.

**CONFIRMED THIS 9TH DAY OF MAY 2008.**

**PHIL CLEARWATER  
CHAIRPERSON**



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**REPORT BY THE CHAIRPERSON OF THE  
SPREYDON/HEATHCOTE COMMUNITY BOARD  
15 APRIL 2008**

The Board reports that

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. COLOMBO STREET / CITY SOUTH BUS PRIORITY ROUTE**

<b>General Manager responsible:</b>	General Manager City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Transport & Greenspace Unit Manager
<b>Author:</b>	Kirsten Mahoney, Consultation Leader – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Council to proceed to detailed design, tender and construction for the Colombo Street / City South bus priority route, as shown in the plans for Council approval. (**Attachment 1a,1b,1c.**)

**EXECUTIVE SUMMARY**

2. The bus priority project is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This project is supported by key national and regional strategies that are developed through to local Council strategies and policies.
3. Under the Citywide Public Transport Priority Plan, the second corridor for investigation and scheme design was Princess Margaret Hospital (PMH) from / to the Exchange, via Colombo Street. This corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
4. The main areas of congestion in the morning peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. In the afternoon peak period the main areas of congestion are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.
5. The congestion appears to be caused by:
  - High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
  - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
  - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficiency of this roundabout.
6. The Colombo bus priority route is located entirely within the Spreydon / Heathcote Community Board area.
7. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. Of the 136 responses received, 94 (69 percent) were generally in support of the project, 29 (21 percent) were opposed to the project, and 13 (10 percent) specified no preference. In addition, there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.

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**1 Cont'd**

8. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.
9. A summary of the issues raised during the consultation phase is shown at **Attachment 2** to this report. The key issues raised were in relation to location of bus lanes; bus stop locations; congestion; cyclist facilities; parking availability; Waimea Terrace Bridge; Dyers Pass roundabout; Sydenham Enhancement Plan; Beckenham Shops; and Thornington School.
10. As a result of the feedback received during consultation, a concept design is shown at **Attachment 1a, 1b, 1c** to proceed to detailed design, tender and construction. The main bus priority measure used in the preferred option consists of 4.2metres wide shared bus and cycle lanes. The bus lanes in both the inbound and outbound direction will mostly operate as part-time bus lanes, except on the inbound route between Sandyford Street and the Moorhouse Avenue bridge, which is a permanent bus lane.
11. Inbound bus lanes will operate between the hours of 7am to 9am. Outbound bus lanes will operate between the hours of 3pm to 6pm except in school zones, which will operate between the hours of 4pm to 6pm. Outside the stated operating hours, the bus lanes will be utilised as on-street parking spaces, where this is possible.
12. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
13. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

**FINANCIAL IMPLICATIONS**

14. The Colombo Street / City South bus priority route is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. The estimated cost of this project is \$3,216,500 including fees and contingencies.

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

15. As above.

**LEGAL CONSIDERATIONS**

16. There are 11 listed protected buildings, places and objects in the City Plan and on the Council's Webmap system, which are located within the project corridor. However, none of these protected buildings are affected by any of the works proposed along the corridor. There are a number of notable trees in properties fronting the Colombo Street bus corridor. Using Webmap it was identified that there are no notable trees which are likely to be affected by the project, i.e. there are no notable trees located within 10metres of proposed earthworks associated with the project. There are no heritage trees along Colombo Street.
17. No resource consents are required for the works proposed.

**Have you considered the legal implications of the issue under consideration?**

18. There appear to be no legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions, the removal of bus stops, the relocation of bus stops, as well as the implementation of cycle lanes and bus lanes. The Land Transport Rules provide for the installation of parking restrictions, no stopping restrictions, relocation, removal and implementation of bus stops, cycle lanes and bus lanes.

**1 Cont'd****ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

20. As above.

**ALIGNMENT WITH STRATEGIES**

21. This project is consistent with the National Transport Strategy, as well as key regional and local Council strategies including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.

**Do the recommendations align with the Council's strategies?**

22. As above.

**CONSULTATION FULFILMENT**

23. The scheme plans for the first three routes were presented to the relevant Community Boards and Council on the following dates:

- Spreydon/Heathcote Community Board (Colombo Route) – 28 August 2007
- Fendalton/Waimairi Community Board (Papanui Route) – 4 September 2007
- Shirley/Papanui Community Board (Papanui Route) – 5 September 2007
- Burwood/Pegasus & Shirley/Papanui Community Boards (Queenspark Route) – 26 September 2007
- Council (All three routes) – 2 October 2007
- Hagley/Ferrymead Community Board (Queenspark Route) – 6 December 2007

24. Community consultation was undertaken on all three routes from 15 October 2007 – 17 December 2007. Approximately 40,000 households along the three routes and side streets (residents and absentee landowners), and other interested groups, were provided with information about the bus priority project and the three routes. Eight hundred and eighty one responses have been received in total (Colombo – 136, Papanui - 253, Queenspark - 163 (*Hills Road Bus Boarders Trial – 247*), Generic - 82).

25. Further detailed information on the consultation, communication and marketing undertaken for the bus priority project can be found in the document ***“Bus Priority Record of Consultation, Communication and Marketing – January 2008”***, which was distributed to all elected members in January 2008.

**Public Consultation Issues & Responses – Colombo**

26. Community consultation was undertaken on the Colombo Route from 15 October 2007 – 17 December 2007. The Colombo route specific consultation brochure was distributed to approximately 1,932 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 9,500 route specific brochures were printed and distributed.

**1 Cont'd**

27. There were 136 responses received on the Colombo route, through a variety of media, as follows:
- Emails – 15
  - Feedback forms – 96
  - Have Your Say - 13
  - Letters – 2
  - Phone calls – 10
28. In addition there were four route specific seminars held, as well as three meetings with representatives of the Sydenham businesses and Sydenham Heritage Trust.
29. The majority of respondents (69%) were in support of the proposals.

<b>Support</b>	<b>Number of Responses</b>	<b>% of Total Responses</b>
Support	94	69%
Oppose	29	21%
Not specified	13	10%
<b>Total</b>	<b>136</b>	<b>100%</b>

30. A summary of the issues raised during the consultation phase is shown at **Attachment 2** to this report. The key issues raised were in relation to:
- Location of bus lanes
  - Bus stop locations
  - Congestion
  - Cyclist facilities
  - Parking availability
  - Waimea Terrace Bridge
  - Dyers Pass roundabout
  - Sydenham Enhancement Plan
  - Beckenham Shops
  - Thorrington School

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Approve the Colombo Street/City South bus priority route to proceed to detailed design, tender and construction, as shown in the plans for Council approval. (Attachment 1).
- (b) Revoke the existing special vehicle lane operating at any time on Colombo Street on the west side, adjacent to the kerb, commencing at a point 30 metres north of Cass Street and extending in a northerly direction for 86 metres.
- (c) Approve a special vehicle lane, specifically a “bus lane” which restricts the lane for use for buses, bicycles and motorcycles at the following locations:
- (i) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at its intersection with Carlyle Street and extending in a southerly direction for 78 metres.
  - (ii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Byron Street and extending in a southerly direction for 168 metres.

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- (iii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 3 metres south of Wordsworth Street and extending in a southerly direction for 236 metres.
- (iv) Operating at any time Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 6 metres south of Brougham Street and extending in a southerly direction for 236 metres.
- (v) Operating between the hours 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 70 metres south of Huxley Street and extending in a southerly direction for 160 metres.
- (vi) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 120 metres south of Southampton Street and extending in a southerly direction for 345 metres.
- (vii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 61 metres south of Tennyson Street and extending in a southerly direction for 260 metres.
- (viii) Operating between the hours of 3pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 38 metres south of Waimea Terrace and extending in a southerly direction for 401 metres.
- (ix) Operating between the hours of 4pm and 6pm, Monday to Friday be installed on Colombo Street on the east side, adjacent to the kerb on commencing at a point 6 metres south of Malcolm Avenue and extending in a southerly direction for 180 metres.
- (x) Operating between the hours of 7am and 9am, Monday to Friday be installed on Cashmere Road on the north side, adjacent to the kerb commencing at a point 36 metres east of Thorrington Road and extending in an easterly direction for 154 metres.
- (xi) Operating between the hours of 7am and 9am Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 3 metres north of Thorrington Road and extending in a northerly direction for 272 metres.
- (xii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 27 metres north of Ashgrove Terrace and extending in a northerly direction for 205 metres.
- (xiii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 78 metres north of Strickland Street and extending in a northerly direction for 290 metres.
- (xiv) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Beaumont Street and extending in a northerly direction for 169 metres.
- (xv) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Faraday Street and extending in a northerly direction for 205 metres.
- (xvi) Operating at any time Monday to Friday be installed on Colombo Street on the west side, commencing at a point 8 metres north of Brougham Street and extending in a northerly direction for 35 metres.
- (xvii) Operating between the hours of 7am and 9am, Monday to Friday be installed on Colombo Street on the west side, commencing at a point 3 metres north of Sandyford Street and extending in a northerly direction for 202 metres.

**1 Cont'd**

- (d) Approve the following bus stops:
- (i) That the existing bus stop be revoked from the east side of Colombo Street commencing 33 metres north of the intersection with Walton Street and extending 25 metres in a southerly direction.
  - (ii) That the existing bus stop be revoked from the east side of Colombo Street commencing 16 metres south of its intersection with Waverly Street and extending 62 metres in a southerly direction.
  - (iii) That the existing bus stop be revoked from the east side of Colombo Street commencing 58 metres south of its intersection with South Christchurch Library (Tuscany Place) and extending 28 metres in a southerly direction.
  - (iv) That the existing bus stop be revoked from the east side of Colombo Street commencing 12 metres north of its intersection with Remuera Avenue and extending 19 metres in a northerly direction.
  - (v) That the existing bus stop be revoked from the west side of Colombo Street commencing 37 metres north of its intersection with Nutfield Lane and extending 26 metres in a northerly direction.
  - (vi) That the existing bus stop be revoked from the west side of Colombo Street commencing 66 metres north of its intersection with Ashgrove Terrace and extending 26 metres in a northerly direction.
  - (vii) That the existing bus stop be revoked from the west side of Colombo Street commencing 10 metres south of its intersection with Thorrington Road and extending 17 metres in a northerly direction.
  - (viii) That a bus stop be installed on the east side of Colombo Street commencing 17 metres south of its intersection with Wordsworth Street and extending 25 metres in a southerly direction.
  - (ix) That a bus stop be installed on the east side of Colombo Street commencing 5 metres south of its intersection with Hutcheson Street and extending 18 metres in a southerly direction.
  - (x) That a bus stop be installed on the east side of Colombo Street commencing 113 metres south of its intersection with Malcolm Avenue and extending 20 metres in a southerly direction.
  - (xi) That a bus stop be installed on the east side of Colombo Street commencing 24 metres south of its intersection with Waimea Terrace and extending 15 metres in a southerly direction.
  - (xii) That a bus stop be installed on the west side of Colombo Street commencing 7 metres south of its intersection with Ernlea Terrace and extending 15 metres in a southerly direction.
  - (xiii) That a bus stop be installed on the west side of Colombo Street commencing 12 metres north of its intersection with Thorrington Road and extending 15 metres in a northerly direction.
- (e) Approve a special vehicle lane, specifically a “cycle lane” which restricts the lane for use for bicycles in the following locations:
- (i) That all cycle lanes be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.

## 1 Cont'd

- (ii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 5 metres north of its intersection with Lawson Street and extending in a southerly direction for a distance of 17 metres.
- (iii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 8 metres north of its intersection with Wordsworth Street and extending in a southerly direction for a distance of 3 metres.
- (iv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 10 metres north of its intersection with Brougham Street and extending in a southerly direction for a distance of 3 metres.
- (v) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 21 metres south of its intersection with Hastings Street West and extending in a southerly direction for a distance of 3 metres.
- (vi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the left turn lane into Huxley Street commencing at a point 36 metres north of its intersection with Huxley Street and extending in a southerly direction for a distance of 32 metres.
- (vii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 8 metres south of its intersection with Huxley Street and extending in a southerly direction for a distance of 63 metres.
- (viii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 32 metres south of its intersection with Southampton Street and extending in a southerly direction for a distance of 42 metres.
- (ix) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 105 metres north of its intersection with Roxburgh Street and extending in a southerly direction for a distance of 21 metres.
- (x) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 162 metres south of its intersection with Southey Street and extending in a southerly direction for a distance of 64 metres.
- (xi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 75 metres north of its intersection with Tennyson Street and extending in a southerly direction for a distance of 71 metres.
- (xii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the parking lane commencing at a point 7 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 55 metres.
- (xiii) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 18 metres north of its intersection with Fisher Avenue and extending in a southerly direction for a distance of 3 metres.
- (xiv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 14 metres north of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 45 metres.
- (xv) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the right hand side of the bus stop commencing at a point 25 metres south of its intersection with Waimea Terrace and extending in a southerly direction for a distance of 16 metres.
- (xvi) That a 'cycle lane' be installed on Colombo Street on the east side, adjacent to the kerb commencing at a point 131 metres south of its intersection with Malcolm Avenue and extending in a southerly direction for a distance of 3 metres.

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- (xvii) That all cycle lanes be revoked on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending in a northerly direction to its intersection with Cass Street.
- (xviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Ernlea Terrace and extending in a northerly direction for a distance of 90 metres.
- (xix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 140 metres north of its intersection with Ashgrove Terrace and extending in a northerly direction for a distance of 3 metres.
- (xx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 85 metres north of its intersection with Aylmer Street and extending in a northerly direction for a distance of 82 metres.
- (xxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 74 metres south of its intersection with Strickland Street and extending in a northerly direction for a distance of 70 metres.
- (xxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 3 metres north of its intersection with Strickland Street and extending in a northerly direction for a distance of 76 metres.
- (xxiii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the bus stop commencing at a point 6 metres north of its intersection with Devon Street and extending in a northerly direction for a distance of 18 metres.
- (xxiv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Beaumont Street and extending in a northerly direction for a distance of 2 metres.
- (xxv) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 47 metres north of its intersection with Angus Street and extending in a northerly direction for a distance of 97 metres.
- (xxvi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 4 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 32 metres.
- (xxvii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 141 metres north of its intersection with Milton Street and extending in a northerly direction for a distance of 3 metres.
- (xxviii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 10 metres south of its intersection with Brougham Street and extending in a northerly direction for a distance of 3 metres.
- (xxix) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 5 metres north of its intersection with Stanley Street and extending in a northerly direction for a distance of 184 metres.
- (xxx) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 7 metres south of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 3 metres.
- (xxxi) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the right hand side of the parking lane commencing at a point 10 metres north of its intersection with Wordsworth Street and extending in a northerly direction for a distance of 183 metres.



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(xxxii) That a 'cycle lane' be installed on Colombo Street on the west side, adjacent to the kerb commencing at a point 9 metres south of its intersection with Sandyford Street and extending in a northerly direction for a distance of 3 metres.

(f) Approve the following no stopping restrictions:

- (i) That all no stopping restrictions be revoked on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending in a southerly direction to its intersection with Remuera Avenue.
- (ii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Carlyle Street and extending 7 metres in a southerly direction.
- (iii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on the east side of Colombo Street, commencing at a point 7 metres south of its intersection with Carlyle Street and extending 71 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 40 metres north of its intersection with Byron Street and extending 31 metres in a southerly direction.
- (v) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Byron Street and extending 11 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 11 metres south of its intersection with Byron Street and extending 79 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 90 metres south of its intersection with Byron Street and extending 11 metres in a southerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 78 metres north of its intersection with Lawson Street and extending 11 metres in a southerly direction.
- (ix) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 67 metres north of its intersection with Lawson Street and extending 56 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 11 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Lawson Street and extending 38 metres in a southerly direction.
- (xii) That the stopping of vehicles be prohibited at any time be installed on Colombo Street on the east side commencing at its intersection with Wordsworth Street and extending 11 metres in a southerly direction.
- (xiii) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side, commencing at a point 42 metres south of its intersection with Wordsworth Street and extending 88 metres in a southerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 130 metres south of its intersection with Wordsworth Street and extending 50 metres in a southerly direction.

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## 1 Cont'd

- (xv) That the stopping of vehicles be prohibited from 3pm to 6pm, Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Waverly Street and extending 54 metres in a southerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Brougham Street and extending 50 metres in a northerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 4 metres south of its intersection with Brougham Street and extending 36 metres in a southerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time Monday to Friday on Colombo Street on the east side commencing at a point 23 metres south of its intersection with Hutcheson Street and extending 50 metres in a southerly direction.
- (xix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 12 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hastings Street West and extending 21 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 50 metres in a northerly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Walton Street and extending 82 metres in a southerly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Huxley Street and extending 10 metres in a southerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 36 metres in a northerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with King Street and extending 34 metres in a southerly direction.
- (xxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 34 metres south of its intersection with King Street and extending 19 metres in a southerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 18 metres in a northerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southampton Street and extending 15 metres in a southerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 31 metres south of its intersection with Southampton Street and extending 89 metres in a southerly direction.

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- (xxx) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 120 metres south of its intersection with Southampton Street and extending 70 metres in a southerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 13 metres in a northerly direction.
- (xxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Roxburgh Street and extending 11 metres in a southerly direction.
- (xxxiii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres south of its intersection with Roxburgh Street and extending 24 metres in a southerly direction.
- (xxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 41 metres in a northerly direction.
- (xxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Southey Street and extending 15 metres in a southerly direction.
- (xxxvi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 6 metres south of its intersection with Southey Street and extending 125 metres in a southerly direction.
- (xxxvii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 100 metres north of its intersection with Tennyson Street and extending 53 metres in a northerly direction.
- (xxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the east side commencing at a point 79 metres north of its intersection with Tennyson Street and extending 9 metres in a northerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 6 metres north of its intersection with Tennyson Street and extending 20 metres in a northerly direction.
- (xi) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 80 metres south of its intersection with Tennyson Street and extending 93 metres in a southerly direction.
- (xli) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 15 metres in a northerly direction.
- (xlii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Fisher Avenue and extending 10 metres in a southerly direction.
- (xliii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 10 metres south of its intersection with Fisher Avenue and extending 63 metres in a southerly direction.
- (xliv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 39 metres in a northerly direction.

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- (xlv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Waimea Terrace and extending 17 metres in a southerly direction.
- (xlvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 38 metres south of its intersection with Waimea Terrace and extending 29 metres in a southerly direction.
- (xlvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Hunter Terrace and extending 12 metres in a southerly direction.
- (xlviii) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 12 metres south of its intersection with Hunter Terrace and extending 156 metres in a southerly direction.
- (xlix) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at a point 177 metres north of its intersection with Malcolm Avenue and extending 40 metres in a northerly direction.
- (l) That the stopping of vehicles be prohibited from 3pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 25 metres north of its intersection with Malcolm Avenue and extending 152 metres in a northerly direction.
- (li) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 25 metres in a northerly direction.
- (lii) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Malcolm Avenue and extending 15 metres in a southerly direction.
- (liii) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 15 metres south of its intersection with Malcolm Avenue and extending 98 metres in a southerly direction.
- (liv) That the stopping of vehicles be prohibited from 4pm to 6pm Monday to Friday on Colombo Street on the east side commencing at a point 18 metres north of its intersection with Remuera Avenue and extending 45 metres in a northerly direction.
- (lv) That the stopping of vehicles be prohibited at any time on Colombo Street on the east side commencing at its intersection with Remuera Avenue and extending 18 metres in a northerly direction.
- (lvi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Cashmere Road on the north side commencing at a point 36 metres east of its intersection with Thorrington Road and extending 154 metres in an easterly direction.
- (lvii) That all no stopping be revoked on Colombo Street on the west side commencing at its intersection with Woodbridge Road and extending in a northerly direction to its intersection with Moorhouse Avenue.
- (lviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 9 metres in a southerly direction.
- (lix) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Wherstead Road and extending 130 metres in a northerly direction.

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- (lx) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 10 metres in a southerly direction.
- (lxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Thorrington Road and extending 12 metres in a northerly direction.
- (lxii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 27 metres north of its intersection with Thorrington Road and extending 99 metres in a northerly direction.
- (lxiii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 15 metres in a southerly direction.
- (lxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Nutfield Lane and extending 16 metres in a northerly direction.
- (lxv) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 16 metres north of its intersection with Nutfield Lane and extending 99 metres in a northerly direction.
- (lxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Ernlea Terrace and extending 7 metres in a southerly direction.
- (lxvii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 37 metres south of its intersection with Aylmer Street and extending 99 metres in a southerly direction.
- (lxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 37 metres in a southerly direction.
- (lxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Aylmer Street and extending 12 metres in a northerly direction.
- (lxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 12 metres north of its intersection with Aylmer Street and extending 46 metres in a northerly direction.
- (lxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 70 metres south of its intersection with Strickland Street and extending 45 metres in a southerly direction.
- (lxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 6 metres south of its intersection with Strickland Street and extending 23 metres in a southerly direction.
- (lxxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 15 metres south of its intersection with Boon Street and extending 166 metres in a southerly direction.
- (lxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 15 metres in a southerly direction.

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## 1 Cont'd

- (lxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Boon Street and extending 13 metres in a northerly direction.
- (lxxvi) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 13 metres north of its intersection with Boon Street and extending 55 metres in a northerly direction.
- (lxxvii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Devon Street and extending 17 metres in a southerly direction.
- (lxxviii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Beaumont Street and extending 35 metres in a southerly direction.
- (lxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 3 metres north of its intersection with Beaumont Street and extending 5 metres in a northerly direction.
- (lxxx) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 19 metres south of its intersection with Angus Street and extending 90 metres in a southerly direction.
- (lxxxi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 19 metres in a southerly direction.
- (lxxxii) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Angus Street and extending 9 metres in a northerly direction.
- (lxxxiii) That the stopping of vehicles be prohibited from 7am to 9am Monday to Friday on Colombo Street on the west side commencing at a point 9 metres north of its intersection with Angus Street and extending 22 metres in a northerly direction.
- (lxxxiv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Milton Street and extending to its intersection with Brougham Street in a southerly direction.
- (lxxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Stanley Street and extending 45 metres in a southerly direction.
- (lxxxv) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Elgin Street and extending 27 metres in a southerly direction.
- (lxxxvi) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at a point 5 metres south of its intersection with Wordsworth Street and extending 34 metres in a southerly direction.
- (lxxxvii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 14 metres in a southerly direction.
- (lxxxviii) That the stopping of vehicles be prohibited at any time (inside the cycle lane) on Colombo Street on the west side commencing at its intersection with Battersea Street and extending 13 metres in a northerly direction.

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**1 Cont'd**

- (lxxxix) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Sandyford Street and extending 20 metres in a northerly direction.
- (xc) That the stopping of vehicles be prohibited at any time on Colombo Street on the west side commencing at its intersection with Cass Street and extending to its intersection with Moorhouse Avenue in a northerly direction.
- (g) Approve the following pedestrian crossings:
- (i) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 6 metres north of Battersea Street.
  - (ii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 8 the Council resolves to remove the zebra pedestrian crossing on Colombo Street, 20 metres southwest of Wherstead Road.
  - (iii) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 6 metres north of Battersea Street.
  - (iv) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 25 metres south of Hastings Street West.
  - (v) That pursuant to the Local Government Act 1974 and the Land Transport Rule – Traffic Control Devices 2004, Rule 54002, Section 6 the Council resolves to install a mid-block signalised pedestrian crossing which controls all road users including special classes of vehicle (as specified in Traffic Control Device Rule, Section 6.4) on Colombo Street, 20 metres southwest of Wherstead Road.
- (h) Approve the investigation of and integration of the proposed parking restrictions raised during the consultation phase, with the Sydenham Parking Strategy developed for the side streets adjoining this project.

**SPREYDON/HEATHCOTE COMMUNITY BOARD CONSIDERATION**

The Spreydon/Heathcote Community Board considered this report at its meeting held on Tuesday 15 April 2008. It heard a deputation from one business owner in Colombo Street and two bicycle rider users of Colombo Street. Details of these deputations are recorded in Part B Clause 2.

**BOARD RECOMMENDATION**

That the Council adopt the staff recommendation subject to:

- (a) An investigation into a solution regarding parking arrangements between 7.30am and 9.00am and the possibility of incorporating a combined parking bay /pedestrian way outside the businesses situated at numbers 245-247 Colombo Street. The report to be provided by 9 May 2008.

## 1 Cont'd

## BACKGROUND

31. Bus priority is about ensuring that passengers can be confident that public transport will arrive on time and deliver them on time to their destinations. This bus priority project is driven by key national and regional strategies that are developed through to local Council strategies and policies. These include the following, with the key drivers highlighted and described below:

- National Transport Strategy
- Regional Land Transport Strategy
- Regional Passenger Transport Strategy
- **Christchurch Public Passenger Transport Strategy**
- **Metro Strategy 2006-2012**
- Greater Christchurch Urban Development Strategy
- **Citywide Public Transport Priority Plan**
- CCC Cycling Strategy
- CCC Parking Strategy
- CCC Pedestrian Strategy
- CCC Road Safety Strategy

#### **Christchurch Public Passenger Transport Strategy (1998)**

32. The Christchurch Public Passenger Transport Strategy (the Strategy), adopted in 1998 set targets for patronage growth and both Christchurch City Council and Environment Canterbury were set a range of improvements to implement. The joint strategy between the Councils highlighted the need to:

- Increase the use of buses
- Contribute to other strategies such as walking and cycling
- Reduce the amount of car use e.g. modal shift
- Avoid, remedy or mitigate the undesirable effects of growing traffic congestion eg. safety & pollution (atmospheric, noise & light) etc
- Identify a number of priority projects of which this is one.

33. A programme of improvements designed to dramatically improve public transport services included the introduction of:

- Easy access, no step, kneeling buses, which now represent 97 per cent of buses at inter-peak times (Monday to Friday 9am-3pm, evenings after 6pm and weekends) and 65 per cent of buses at peak times (Monday to Friday 7-9am and 3-6pm)
- Award winning Orbiter, that runs in an orbit every ten minutes through the suburbs connecting malls, schools and recreation centres
- Real Time Information (RTI) for passengers at bus stops
- Increased frequency on routes
- Express and limited stop services
- Metro brand applied to system as result of image review

34. The vision adopted by the Public Transport Advisory Group in 1998 was that:

*The public passenger transport system contributes to a healthy, sustainable Christchurch. It is attractive, convenient, safe, easy to use, and takes us where we want to go, providing a preferable alternative to many car trips.*

*Public passenger transport is environmentally friendly and so well used that it contributes to less congestion and pollution. It is an integrated system, allowing for flexible travel within and across the city and with other modes of transport.*



## 1 Cont'd

*Excellent use and community support means our system is affordable and economically sustainable. Our public passenger transport system helps us to enjoy our garden city and contributes towards keeping it a vibrant and fun place to live.*

**Our Future Our Choices (2003)**

35. The updated Strategy was adopted by both Councils in July 2003, and is a constituent strategy of the Councils' long-term approach to transport planning. It also contributes to the aims of the Metropolitan Christchurch Transport Statement, which sets the recommended long-term direction for transport planning over the next 20 years.
36. The consultation undertaken in the development of the Strategy identified the goals of an attractive, convenient, integrated, efficient, and community focussed public transport system, and set a number of targets for both Councils to achieve to meet these goals. Two such targets for the City Council were the adoption of the Plan, and the development, introduction and enforcement of at least three public transport priority corridors by June 2006.
37. The success of the Strategy increasing patronage on public transport and raising public expectations has also created some challenges. For example:
- **Overcrowding on buses at peak times** is a growing issue on some routes and unless addressed will result in a loss of passengers
  - **Rapid increases in patronage** is putting pressure on passenger waiting areas, both on and off street, at the Exchange
  - **Congestion is leading to unreliable travel times and delays** which means public transport priority measures are urgently needed within the central city and on key corridors.

**Citywide Public Transport Priority Plan (2004)**

38. The Citywide Public Transport Priority Plan (the Plan) was prepared in response to city-wide consultation during preparation of the Strategy update in 2003. The purpose of the Plan was to identify and prioritise transport corridors for public transport priority treatments. This was done against Council adopted criteria of unreliability and congestion issues that present problems to the greatest number of bus services and passengers, delay, benefit to others and other factors. This was in accordance with the targets set in the Strategy, adopted by the Councils in July 2003.
39. The corridors identified in the Plan by Environment Canterbury, bus operators, the Passenger Transport Advisory Group and through focus groups, present significant delays and unreliability to the people who use public transport and deter many more people from using "metro" public transport. Removing these constraints, in association with the provision of high quality infrastructure and services, will result in more people using public transport as their travel mode of choice. In addition, this will contribute to the City Council's multi-modal transport objectives of reducing traffic congestion and growth, improving road safety and achieving a transport system that supports a quality of life second to none.
40. Through studying the bus frequency, excess travel time, reliability and the potential to improve the level of service, the corridors were ranked in level of priority. The first three public transport priority corridors that were recommended for development were:
- Belfast to / from Exchange, via Papanui Road
  - Princess Margaret Hospital to / from Exchange, via Colombo Street
  - Queenspark to / from Exchange, via New Brighton Road.

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41. Following these first three corridors, a further five corridors were also recommended for development in the Plan. These are:
- Hornby Mall to / from Exchange, via Riccarton Road
  - New Brighton to / from Exchange, via Pages Road
  - Sumner to / from Exchange, via Ferry Road
  - Oaklands to / from Exchange, via Lincoln Road
  - Main North Road to / from Exchange, via Cranford Street
42. In addition, the Plan recommended that the Council give approval in principle to plan for appropriate Council enforcement of any priority measures developed through the community participation process. Further details on the proposed enforcement and education campaign for implementation of the bus priority measures along the route are outlined in paragraphs 150-154.

**Metro Strategy 2006-2012**

43. The Metro Strategy 2006-2012 is the result of a second review of the Strategy. The Metro Strategy notes that whilst significant improvements have been made and patronage has increased, traffic growth and congestion continue to increase the potential to seriously impact on the quality of life of metropolitan Christchurch residents. Three major factors contributing to this are:
- *The population in Greater Christchurch in 2006 was over 350,000. By 2021, the population is predicted to increase to 440,000. Every month, 400 more people make Christchurch their home, which is impacting on the City's infrastructure.*
  - *Greater Christchurch has the highest rate of car ownership in New Zealand. In the 2001 census, 77% of us said we travelled to work in cars, 4% were passengers in cars with only 4% travelling by bus, 7% by cycle and 5% walking.*
  - *Traffic growth is continuing with a predicted further 20% increase in the next 15 years. This will equate to a 160% increase in congestion and with most of this additional traffic on arterial roads it will increase the existing 24km of road congestion to 78km, making commuting times 26% longer. This means we won't be going anywhere very efficiently unless we change current trends.*
44. The Orbiter and MetroStar were added to the list of bus priority routes in the Metro Strategy, resulting in 10 bus priority routes to be developed for implementation. The timeline given in the Metro Strategy for implementation of bus priority measures on all high demand passenger transport corridors is completion of three corridors in 2007/2008, completion of a further three corridors in 2009/2010 and completion of the four remaining corridors in 2011/2012.

**PMH (via Colombo Street) to City Bus Exchange**

45. The Colombo corridor extends from the intersection of Colombo Street and Moorhouse Avenue south to Cashmere / Centaurus / Colombo / Dyers Pass roundabout, before turning right into Cashmere Road and terminating at Princess Margaret Hospital.
46. For scheme design and consultation purposes, the route was separated into four sections, each of which has different characteristics in terms of both adjoining land use, function and traffic behaviour.

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47. The first section runs from the Central **Bus Exchange to Moorhouse Avenue**. This section of Colombo Street is fronted by commercial land uses, including the South City Centre. Restricted kerbside parking is permitted along the majority of this section and bus lanes are provided on the approach to a couple of intersections. This section of Colombo Street is narrow (12-13metres) and cycle lanes are not provided. This section has been excluded from consideration in this project as the location of the Central Bus Exchange is currently under review. Selection of an alternative site will result in changes to bus routes within the four avenues and thus render any further bus priority measures along this section of Colombo Street null and void. It is expected that any changes to bus routes within the four avenues would be handled as part of the Bus Exchange project.
48. The second section of the corridor runs from **Moorhouse Avenue to Milton Street**. This section of Colombo Street is fronted by commercial land uses and Sydenham Park. The commercial properties includes a mixture of owner-operator stores, banks, franchises, restaurants, hotels and the Sydenham Central shopping centre. Kerbside parking is permitted between Carlyle Street and Brougham Street and is restricted to 30 minutes time restriction. South of Brougham Street, there is some unrestricted parking provided outside Sydenham Park, but no kerbside parking is permitted outside the commercial properties in this area (all of which provide ample off-street parking). Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
49. The third section of the corridor extends from **Milton Street to Cashmere Road**. This section of Colombo Street is fronted by a mixture of commercial and residential land uses. The commercial land uses tend to be clustered around the major intersections with residential land uses in mid-block locations. This section also accommodates community facilities including a library, primary school and church. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Cycle lanes are provided in both directions along this section and facilities are provided at signalised intersections.
50. The final section of the corridor is along **Cashmere Road from Colombo Street to PMH**. This section of Cashmere Road is fronted by a mixture of commercial and residential land uses on the south side and is bounded by the Heathcote River on the north. The commercial land uses are located close to the Colombo St intersection and near the Valley Road intersection. PMH is located at the end of the route. Kerbside parking is permitted along the majority of the section and time restrictions do not apply. Some angle parking is provided opposite PMH. A cycle lane is provided along the northern side of this section. Cashmere Road forms part of a popular recreational and training cycling route around the base of the Port Hills.
51. There are seven bus services that use all or part of this corridor. Environment Canterbury is responsible for the management of the bus timing and operator, while the Council is responsible for the management of the physical aspects of the network, such as bus stops, shelters and priority measures.
52. The morning peak hour in Christchurch is generally considered to be from 0730 to 0830. The main traffic flows in this period along the corridor are inbound (i.e. northbound) movements. The afternoon peak hour in Christchurch is generally considered to be from 1630 to 1730, and the main traffic flows in this period along the corridor are outbound (i.e. southbound) movements.
53. The main areas of congestion in the morning peak period are on the Cashmere, Centaurus and Dyers Pass approaches to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout; and on the Colombo Street south approach to the Brougham Street intersection. The main areas of congestion in the afternoon peak period are from Lichfield Street to Milton Street in both directions, but predominantly southbound; around the Tennyson Street and Strickland Street shopping area; and on the Colombo Street approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout.

**1 Cont'd**

54. The congestion appears to be caused by:
- High traffic volumes on intersecting roads that reduce the amount of green time available for Colombo Street traffic.
  - Vehicles entering and exiting from on-street car parking outside shops delaying vehicles in the traffic lane.
  - Unevenly balanced traffic flows at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout reducing the efficiency of this roundabout.
55. The Colombo bus priority route is located entirely within the jurisdiction of the Spreydon/Heathcote Community Board area.

**THE OBJECTIVES**

56. The original aims and objectives of the project are:
- Increased bus patronage within the City of Christchurch, while at the same time reducing private vehicle traffic congestion.
  - Reduce the variation in bus journey times along the routes from one day to the next so that services can be relied upon by the passengers.
  - Reduce excess bus journey time to at least 125 percent of that for a car.
  - Monthly average speeds of buses during the peak period should not be below 26 km/hr on high passenger demand corridors.

57. The site and segment specific objectives along the corridor are:

**Dyers Pass Road to Brougham Street**

- Investigate the location of inbound and outbound bus stops at the South Christchurch Library.
- Minimise delays and unreliability at the Dyers Pass roundabout.
- Minimise afternoon queues outbound at Strickland Street and Southey Street.
- Minimise inbound AM and afternoon queues at the Milton / Huxley intersection.

**Brougham Street to Moorhouse Avenue**

- Relocate bus stop just north of Brougham Street.
- Minimise delays and increase reliability due to successive intersections and side friction.
- Minimise queues on the southbound approach to Byron Street.
- Establish bus priority lanes by limiting, removing or relocating parking along Colombo Street.
- Investigate signalisation incorporating B-signals at intermediate intersections.

**Moorhouse Avenue to St Asaph Street**

- Increase the effectiveness of the bus lane on the northbound approach to St Asaph Street.
- Investigate signalisation improvements through the use of B-signals.

58. In short, the project aims to reduce the variation in the bus journey times along the route, increase reliability, and achieve a minimum monthly average speed of 26 km/hr for buses during the peak period on high passenger demand corridors. The measures used are aimed at protecting bus services from the effects of traffic growth and variations in levels of congestion. This is to allow the bus trip to remain consistent from one day to the next and move efficiently along the route.

**1 Cont'd****THE OPTIONS**

59. A number of options were identified that could be implemented to improve the operation of the Colombo bus corridor, that would meet the corridor and section specific aims and objectives of the project. The types of improvement measures considered included:
- Relocation of bus stops to improve access to key facilities
  - Provision of bus lanes to reduce journey times
  - Changes to traffic signals, specifically the introduction of a B-signal at signalised intersections to give buses a “head start” over the traffic queue
  - Bus pre-emption at traffic signals to reduce journey times and increase trip reliability
  - Implementation of turn restrictions to improve traffic movement along the corridor
60. Changes to parking arrangements so that measures identified above could be implemented within the existing carriageway as much as possible
61. Bus gates or pre-signals, where traffic signals are located upstream of an intersection, which has insufficient space to accommodate bus priority measures.
60. Treatment measures exclude the section of Colombo Street north of Moorhouse Avenue as the location of the Central Bus Exchange is currently under review. This section of Colombo Street already has some bus priority measures in place and any improvements to this section would be handled as part of the Bus Exchange project.
61. The identification of potential locations for bus priority measures was determined by analysing the corridor and bus journey time surveys, bus delay information, field observations and the operation of the micro-simulation base model to determine the sections along the corridor where bus lanes would be most beneficial. The corridor constraints were also considered.
62. The provision of continuous bus lanes in both directions between Moorhouse Avenue and Milton Street could be accommodated with the removal of kerbside parking from sides of the road; however, the project team considered that options should be pursued that maintained parking on at least one side of the carriageway between Carlyle Street and Brougham Street given the commercial nature of this area.
63. Bus lanes were thus considered in the following locations:
- Permanent Bus Lanes (on the approach to intersections)
    - On the southbound approach to the Byron / Colombo / Sandyford intersections
    - On the southbound approach to the Colombo / Wordsworth intersection
    - On the southbound and northbound approaches to the Brougham / Colombo intersection
    - On the southbound approach to the Colombo / Huxley / Milton intersection
  - Permanent Bus Lanes (continuous)
    - Southbound from Carlyle Street to Milton Street (outside of kerbside parking)
    - Northbound from Milton Street to Stanley Street
    - Northbound from Sandyford Street to Moorhouse Avenue
  - Part-Time Bus Lanes (kerbside clearway – on the approach to intersections)
    - On the southbound approach to the Cashmere / Centaurus / Colombo / Dyers Pass roundabout from Malcolm Avenue

## 1 Cont'd

- Part-Time Bus Lanes (kerbside clearway – continuous)
  - Northbound from the Cashmere / Thorrington intersection to Milton Street
  - Southbound from Milton Street to Remuera Avenue.

**Bus Lanes**

64. The provision of bus lanes is one of the key measures that will help achieve the project aims of improving bus trip reliability and reducing journey times. Bus lanes provide most benefit where there are traffic queues or where traffic travels at low speeds due to congestion. However, the development of dedicated bus lanes is constrained along parts of the route for a number of reasons including:
- The available road reserve width
  - Roadway capacity
  - The need to retain some kerbside parking and/or wide footpaths in commercial areas
  - The extent of building verandas
  - The topography of the Port Hills along the southern side of Cashmere Road

**Bus Stops**

65. Bus stop locations can be rationalised to focus on providing well-spaced stops that are close to intersections and provide a high level of access to community facilities. The Council's bus stop location policy and guidelines, adopted in December 1999, set out a framework for locating bus stops depending on population density. Part (e) of this policy - **Distance Between Bus Stops** - states that "*The distance between bus stops should be standardised and consistent*". The distance between bus stops is an important consideration and there are different needs in different areas e.g. the City centre or the suburbs. The current bus stop spacing in the City Centre is around 200metres due to the size of the blocks. Speed of service in the City Centre is less important than access to attractions. In contrast, in the suburbs speed of service becomes more important and 300-400metres is more appropriate. On the major bus "trunk routes" (as defined by the Regional Council) into the city e.g. Riccarton Road, speed is most important and high frequency of service will partly compensate for the slightly longer distances to walk.
66. The distance between bus stops should be consistent with the surrounding land uses and desired service speed. The typical distances between bus stops in different areas of the City are:
- City Centre: 200metres
  - General Suburban Area: 300metres
  - Major Trunk Routes: 400metres
67. There are 17 bus stops along the inbound route, and 16 bus stops along the outbound route, excluding the bus exchange.
68. The position of bus stops is an issue in the section of Colombo Street between Tennyson Street and the Cashmere / Centaurus / Colombo / Dyers Pass roundabout. Some bus stops along this section of the corridor are irregularly spaced, located mid-block (with limited catchment) and positioned away from key community facilities, such as the Christchurch South Library.
69. The relocation of bus stops has focussed on providing well-spaced bus stops that are close to intersections and provide a high level of access to community facilities. Where possible, bus stops have been provided on the downstream side of intersecting side roads, which means that passengers walking to the bus stop from a side road will always turn in a direction that coincides with their intended destination. Providing a bus stop on the downstream side of an intersection can also greatly improve visibility for traffic exiting from a side road compared to the upstream side, especially at priority-controlled T-intersections. Bus stop rationalisation has been focused on the section between Cashmere Road and Brougham Street.

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**Parking**

70. A comprehensive survey was undertaken of both on-street and off-street public car parking in the Sydenham shopping area, which covered the area extending from Carlyle and Cass Streets to the north, Brougham Street to the south, Buchan Street to the east and Durham Street South to the west.
71. There is high parking demand along the intersecting side roads and the parallel streets at all times of the day. Parking demand on Colombo Street is lower in the morning but it is busy during the midday and evening periods. The high parking demand on the side roads and parallel streets can be attributed to the nature of parking restrictions that apply on Colombo Street, which is generally restricted to a maximum parking limit of 30 minutes. The side roads and parallel streets generally have unrestricted parking. This serves the industrial business activity in Sydenham and given the proximity to the central city, is an attractive all-day parking location for CBD employees.
72. It is noted from specific on-site observations that there is high parking demand in the following locations along the route:
- High on-street parking demand in the central city area north of Moorhouse Avenue.
  - High on-street parking demand and turnover in the Sydenham area (i.e. Moorhouse Avenue to Brougham Street) during the afternoon and evening peak period.
  - High parking demand in the Beckenham area (around the Tennyson Street and Strickland Street intersections) during the afternoon and evening peak.
  - High parking demand around the shops near the Cashmere / Centaurus / Colombo/ Dyers Pass roundabout during the afternoon and evening peak period.
  - High parking demand around the Thorrington Primary School associated with caregivers dropping off and picking up children at school start and finishing times.
  - On-street parking causes significant side friction and results in delays to through traffic on Colombo Street.

**Bus Signals**

73. The provision of a B-signal is a treatment measure that can be applied at a signalised intersection where a bus lane is provided on the approach to the intersection. The B-signal activates when the presence of a bus is detected in the bus lane to provide the bus with a “head start” over through traffic in an adjacent lane at the start of a green phase. Where a bus lane terminates prior to the intersection limit lines and the bus shares a lane with a turning movement (typically a left turn), a left turn arrow operates in conjunction with the B-signal to clear any left turners that may be queuing ahead of the bus. The latter method has been used for the assessment of this corridor, as the former method requires significantly more carriageway width (to provide a separate lane) or the introduction of turn bans (to reallocate lane disciplines). B-signals were considered in conjunction with each of the bus lane options.

**Bus Pre-emption (PTIPS)**

74. PTIPS is a satellite-based technology that comprises two major components: an on-board data collection and transmission system and the centrally located PTIPS that analyses data received from each bus. The on-board system collects location, time and route information from GPS technology. It then transmits this information to PTIPS via a data radio service. PTIPS analyses this information and if the bus satisfies the criteria for priority (i.e. late running buses) it passes a priority request to SCATS to direct traffic signal priority to late running buses.
75. PTIPS is an appropriate measure where there is no conflict with bus demand travelling along perpendicular routes through the intersection, and the intersection is operating below capacity so that changes to the signal timing will not have a significant impact on the overall intersection level of service.

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76. PTIPS is considered a suitable bus priority measure at the Strickland Street and Tennyson Street intersections with Colombo Street. These intersections are earmarked for this treatment; as other bus priority measures are not proposed through the Beckenham retain area.

***Intersection Modifications***

77. Non bus priority intersection modifications were considered, and in particular, right turn restrictions in the Sydenham area, Colombo / Huxley / Milton intersection improvements, and Cashmere / Centaurus / Colombo / Dyers Pass intersection improvements.
78. The Colombo Street approaches to the Byron / Sandyford and Wordsworth Street intersections are configured with a shared through / right lane and an unmarked kerbside lane to accommodate left and through movements. The proposed bus lanes will result in the left kerbside lane being restricted to left turning vehicles and through buses only; meaning that through vehicles may be impeded by right turning vehicles at these intersections. Introduction of right turn restrictions has been considered at these intersections to improve the through movement flow and reduce delays for all traffic.
79. The Colombo / Huxley / Milton intersection is currently configured with a single through lane and left and right turn auxiliary lanes on all four approaches. The project team requested that modifications to the intersection be investigated to improve the intersection capacity. Specifically, it was requested that the introduction of a right turn phase on the Colombo Street approaches be investigated. Currently the intersection operates a simple two phase signal cycle; however, it was considered that the introduction of a right turn phase on the Colombo Street south approach in particular may encourage more traffic to access the city centre via Huxley Street and Gasson Street.
80. Observations of traffic movements at the Cashmere / Centaurus / Colombo / Dyers Pass roundabout suggest that the intersection operates close to capacity during the peak periods, as lengthy queues form on one or more of the approaches. Modifications to increase the capacity and improve the efficiency of the Cashmere / Centaurus / Colombo / Dyers Pass roundabout were considered, including replacement of the roundabout with traffic signals, part-time signalisation of the roundabout, and provision of a bus gate on the Colombo Street approach to the roundabout.
81. The rationale behind each of these options was to use traffic signals to better manage the uneven traffic demands at the existing intersection capacity and reduce delays for both buses and private vehicles.

**Concept Design for Consultation**

82. Two schemes were investigated and put forward for the Sydenham Shopping Area (Moorhouse Avenue to Brougham Street), as there were a number of pros and cons associated with this area. It was considered to be in the best interests of the project to provide the community board, the public and Council with the two schemes for consideration along this section of the corridor, with a single option proposed to the south of Brougham Street. The concept design(s) presented to the community for consultation are described below.

**Option A**

83. This corridor strategy addressed the section of the corridor where traffic congestion is most pronounced and where buses experience the lengthiest delays. It included:



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**Bus Lanes**

84. The formation of a permanent 3.0metre wide southbound bus lane from Carlyle Street to Brougham Street. This bus lane was located outside of kerbside parking, which was retained on the eastern side of Colombo Street. A wider than normal kerbside parking lane of 2.6metre provided a buffer between the parking lane and bus lane to reduce the possibility of a bus colliding with an opening car door of a parked vehicle. A bus lane of 3.0metre requires buses and cyclists to travel in single file. While the provision of a wider bus lane (4.2metre) that allows buses to overtake cyclists within the lane is preferred, narrow bus lanes that prevent overtaking are suitable in carriageway constrained scenarios where there is frequent opportunity for buses and cyclists to pass one another, such as at intersections or bus stops. The section of Colombo Street where this treatment was proposed has both closely spaced signalised intersections (with separate cyclist facilities) and bus stops.
85. An extension of the existing permanent northbound bus lane across the over bridge (ie. commencing at Sandyford Street rather than Cass Street) to improve bus movement continuity north from the Sandyford Street intersection. The bus lane was reduced in width from 3.6metre to 3.2metre to improve safety for cyclists.
86. This option also provided a permanent 3.0metre wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street.
87. To the south, the proposal was for the formation of part-time 4.2metre wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2metre bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing past the cyclist. The bus lanes along this section were intended to operate Monday to Friday only so that parking for Sydenham Park was not lost on the weekends.
88. In every instance, bus lanes were terminated prior to each signalised intersection and buses travelling straight through the intersection shared the left most lane with left turning vehicles.

**Part-time Bus Lanes**

89. The proposal also included provision of northbound part-time bus lanes between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrlington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100metre south of Milton Street. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable).
90. During the afternoon peak, there was provision of a southbound part-time bus lane, between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrlington Primary School. There are sections along the corridor where the part-time bus lane was not proposed to operate because of service conflicts, infrastructure constraints (e.g. the narrow bridge near Christchurch South Library) and where removal of on-street parking was not practicable.

**Pedestrian Facilities**

91. The introduction of five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

## 1 Cont'd

**Other Bus Priority Measures**

92. The installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrington Primary School. Aside from operating as a signalised pedestrian crossing, between the hours of 4pm to 6pm the signals would also act as a bus gate.
93. Where a bus lane is present on the downstream side of an intersection, buses, motorcycles and cycles will be able to travel straight ahead from the kerbside lane.

**On-street parking removal**

94. This option requires the permanent removal of approximately 32 spaces on the western side of Colombo Street between Cass Street and Stanley Street and approximately 15 spaces between Brougham Street and Milton Street (mostly fronting Sydenham Park) between Monday and Friday.
95. No parking will be removed on the eastern side of Colombo Street. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping Area to compensate for the lost parking is outlined below.

**Bus Stop Rationalisation**

96. This option includes the following bus stop modifications (Table 1 – Bus Stop Modifications, SR Part 5):

Table 1

Bus Stop Modifications

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above – inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

**Road Widening**

97. This option required road widening and kerb modifications at the following locations along Colombo Street:

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*Eastern Side:*

- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent to 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- 272 Colombo Street (north of King Street) to opposite Beaumont Street
- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance)
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

*Western Side:*

- Cass Street to 461 Colombo Street (south of Sandyford Street)
- Remove kerb extensions at Battersea Street intersection
- Remove kerb extension on north west quadrant of Wordsworth Street intersection
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

98. Where road widening would be necessary in a commercial area the footpath would be reduced to no less than 2metre wide to retain a reasonable level of service for pedestrians. The road widening would require modification to some commercial shop frontage canopies.

**Option B**

99. This corridor strategy sought to maintain as much on-street parking through the Sydenham Area as possible while providing for bus lanes on the approaches to intersections. This corridor strategy included:

***Bus Lanes***

100. This option involved the creation of non-continuous bus lanes in both directions between Moorhouse Avenue and Brougham Street some of which would be permanent and others which would operate during peak hours only (as part-time bus lanes) to ensure that kerbside parking was provided on at least one side of Colombo Street at all times. The permanent bus lanes included:

- The formation of a permanent 4.2m wide southbound bus lane from 362 Colombo Street (north of Waverley Street) to the approach to Brougham Street.
- The formation of a permanent 4.2metre wide northbound bus lane from Brougham Street to 357 Colombo Street (Sydenham Bus Timing Point – north of Stanley Street), and Cass Street to the approach to Moorhouse Avenue.
- Part-time bus lanes would also be provided in both directions between Brougham Street and Milton Street. The bus lanes along this section are intended to operate Monday to Friday only so that parking for Sydenham Park is not lost.

**1 Cont'd**

101. Bus lanes were terminated prior to each signalised intersection. Buses travelling through the intersection could share the through lane with other vehicles or travel ahead from the kerbside lane and merge with traffic while travelling through the intersection. B-signals would be provided at intersections where a bus lane is not provided on the downstream side of the intersection so that buses receive a “head start” over other traffic if they encounter the red phase at the traffic signals. The exception to this is the northbound approach to the Brougham Street intersection where separate bus lanes were provided on the downstream side of the intersection and buses are permitted to proceed through the intersection in a shared left and through lane.

***Part-time Bus Lanes***

102. The part-time bus lanes in the Sydenham Shopping Area included the formation of a PM peak period 4.2m wide southbound bus lane from Carlyle Street to 488 Colombo Street (approach to Byron Street) and 446 Colombo Street (opposite Battersea Street) to Lawson Street (approach to Wordsworth Street). In addition, there is the formation of an morning peak period 4.2metre wide northbound bus lane from Elgin Street to 391 Colombo Street (approach to Wordsworth Street) and 447 Colombo Street (north of Battersea Street) to 461 Colombo Street (approach to Sandyford Street).
103. South of Milton Street, the following part-time bus lanes were proposed - provision of a northbound part-time bus lane between 7am to 9am on the western side of Colombo Street and northern side of Cashmere Road. The part-time bus lane commenced from the Thorrrington Road intersection with Cashmere Road and extended through to the bus stop located opposite King Street approximately 100m south of Milton Street.
104. There was also provision of a southbound part-time bus lane proposed between 4pm to 6pm on the eastern side of Colombo Street. The part-time bus lane commenced approximately 60m south of Milton Street and extended through to the bus stop located outside Thorrrington Primary School. There are sections along the corridor where the part-time bus lane is not proposed to operate because of service conflicts, infrastructure constraints (eg. the narrow bridge near Christchurch South Library) and where removal of on-street parking is not practicable.

***Pedestrian Facilities***

105. The proposal seeks to introduce five new signalised pedestrian crossings to replace the three existing zebra pedestrian crossings and two central pedestrian refuge islands. The zebra pedestrian crossings have to be removed, as there are safety issues with providing more than one lane on any approach to a zebra pedestrian crossing. There is insufficient road space available to retain central pedestrian refuge islands hence the need to provide alternative crossing provision for pedestrians.

***Other Bus Priority Measures***

106. Other measures proposed included the installation of a bus gate at the proposed signalised pedestrian crossing outside Thorrrington Primary School. Aside from operating between the hours of 4pm to 6pm the signals would also act as a bus gate.
107. Where a bus lane is present on the downstream side of an intersection, a bus will be able to travel straight ahead from the kerbside lane.

***On-street parking removal***

108. Option B required the permanent removal of approximately 14 spaces on the eastern side of Colombo Street between Carlyle Street and Huxley Street and 22 spaces on the western side of Colombo Street between Milton Street and Cass Street, of which approximately 15 spaces were between Milton Street and Brougham Street (mostly fronting Sydenham Park). These would only be removed between Monday and Friday.

## 1 Cont'd

109. In the morning peak period when the inbound part-time bus lane is operating, a further 17 spaces would be lost on the western side of Colombo Street. In the evening peak period when the outbound part-time bus lane is operating, a further 22 spaces would be lost on the eastern side of Colombo Street.
110. The maximum parking shortfall under this scheme would occur on a weekday in the evening peak period when 58 spaces (15 in front of Sydenham Park) would be lost in the Sydenham Shopping area. A strategy to provide sufficient short-term parking on side streets in the Sydenham Shopping area to compensate for the lost parking has been developed.

**Bus Stop Rationalisation**

111. The proposal also included the following bus stop modifications (Table 2 – Bus Stop Modifications, SR Part 5):

**Table 2**  
**Bus Stop Modifications**

Direction	Existing Location	Proposed Location	Reason
Outbound	464 – 466 Colombo Street	454 – 456 Colombo Street	To fit in with road modifications
Outbound	398 – 402 Colombo Street	384 – 388 Colombo Street	To fit in with road modifications
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above - inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below- inconsistent with Council bus spacing policy
Outbound	South of Christchurch South Library	Outside Christchurch South Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road	North of Thorrington Road	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below- inconsistent with Council bus spacing policy
Inbound	415 – 421 Colombo Street	429 – 431 Colombo Street	To fit in with road modifications
Inbound	479 Colombo Street	Closer to Cass Street	To fit in with road modifications
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

**Road Widening**

112. The proposal required road widening and kerb modifications at the following locations along Colombo Street:

*Eastern Side*

- 484 Colombo Street (north of Byron Street) through to Wordsworth Street (excluding the existing kerb extension opposite Battersea Street)

## 1 Cont'd

- Remove kerb extension on southeast quadrant of Wordsworth Street
- Remove kerb extension opposite Elgin Street
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street
- 362 Colombo Street (north of Waverley Street) to Brougham Street (part of which is happening in association with the Sydenham Square development)
- Brougham Street to 30metres north of Huxley Street
- 272 Colombo Street (north of King Street) to opposite Beaumont Street
  
- 222 Colombo Street (opposite Devon Street) to 156 Colombo Street (north of Strickland Street)
- 122 Colombo Street (south of Tennyson Street) to Waimea Terrace.
- Christchurch South Library to 66 Colombo Street (south of Christchurch South Library entrance).
- Malcolm Avenue to 26 Colombo Street (south of Malcolm Avenue)
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School
- Remove kerb extension from north side of Remuera Avenue intersection.

*Western Side*

- Indented bus bay on south side of Cass Street
- 393 – 407 Colombo Street (approach to Wordsworth Street)
- Remove kerb extension on northern side of Elgin Street intersection
- 357 Colombo Street to Stanley Street
- Ernlea Terrace to 9 Colombo Street (opposite Remuera Avenue).

113. Where road widening was required in the commercial area the footpath would be reduced to no less than 2metre wide to retain a reasonable level of service for pedestrians. The road widening requires the modification to some commercial shop frontage canopies.

**Sydenham Area Parking Strategy**

114. All bus priority options investigated involved the removal of short term parking from Colombo Street in the Sydenham Shopping area. Option A involved the permanent removal of all parking from the western side of Colombo Street between Brougham Street and Moorhouse Avenue while Option B involved part-time removal of some parking on both sides of the street.
115. Therefore a parking strategy was investigated for the Sydenham Shopping area to ensure that the same quantum of short-term parking would be provided for business customers within a convenient walking distance of Colombo Street. The worst case scenario in terms of the number of parking spaces to be removed on Colombo Street is associated with Option A, which requires the removal of 38 parking spaces from this section of Colombo Street.

**1 Cont'd**

116. Forty five additional angled parking spaces were found, 35 of which were P30 minutes (the current number of existing P30 parking on the west side of Colombo Street). The majority of angled parking spaces were found in Cass Street, Buchan Street, Battersea Street, Elgin Street and Stanley Street. Other adjacent streets, i.e. Sandyford Street, Wordsworth Street and Brougham Street are busier streets with higher volumes of through traffic, so it was considered easier and safer to create additional parking elsewhere. Apart from parking bay road marking, the kerb and channel and associated pavement civil works are limited to Stanley Street and Elgin Street.

**Reliability**

117. The morning peak period modelling indicated that journey time reliability would improve under both options. This is intuitive given that the provision of bus priority facilities that provide buses with separate lanes and remove much of the interaction with other vehicles should improve bus journey time reliability.
118. The modelling shows that Option B improved bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. This is likely to be a result of Option B providing more bus priority measures (in the form of part-time bus lanes) in the inbound direction than Option A.
119. The PM peak period modelling indicated that journey time reliability would improve under Option A. Again, this is intuitive given that the provision of bus priority facilities that provide continuous bus lanes and remove much of the interaction with other vehicles should improve bus journey time reliability. Option B on the other hand, provided intermittent bus lanes that gave buses improved journey times in trip unreliability.
120. The modelling showed that Option A improved bus journey time reliability in the critical outbound direction, whilst Option B resulted in deterioration in bus journey time reliability.
121. In order to evaluate whether identified bus priority measures would meet the aims and objectives of the project, a micro-simulation model of the bus corridor was prepared using S- Paramics. The key benefits of the micro-simulation modelling are:
- Easy comparison of relative journey times for private vehicles and buses
  - Seamless comparison between the existing situation (base model) and options
  - Identification of how changes to one part of a road corridor can affect another
  - It is an excellent tool for community consultation with its visual interface.
122. The preferred option meets the objectives of the project as follows in relation to bus speeds, percentage of private vehicle journey time, and trip reliability.

**Bus Speeds**

123. During the morning peak period, Option B provides the highest average bus speed in the critical inbound direction, while both options meet the speed related project objective in the outbound direction. None of the options meet the speed related project objective in the inbound direction. During the afternoon peak period

**Percentage of Private Vehicle Journey Time**

124. During the morning peak period Option B provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical inbound direction, whilst neither option meets this project objective in either direction. During the afternoon peak period Option A provides the maximum improvement in bus journey time relative to private vehicle journey time in the critical outbound direction. Option A in the outbound direction is the only option that meets this project objective.

## 1 Cont'd

***Trip Reliability***

125. During the morning peak period, journey time reliability would improve under both options. Option B improves bus journey time reliability slightly more than Option A in the critical inbound direction and across the modelled network as a whole. During the afternoon peak period, the journey time reliability would improve under Option A. Option B results in a deterioration in bus journey time reliability.
126. Bus journey times and journey time reliability are most affected by normal traffic in the afternoon peak period, so Option A best meets the project objectives in this critical period.

**THE PREFERRED OPTION**

127. The preferred option has been developed following consultation of the concept designs described above with the community. The outcomes of consultation are described in paragraphs 23-30 above, and the key issues raised are outlined in **Attachment 2**.
128. Based on the feedback received in consultation, the following changes were made to the scheme design presented to the community for consultation:
- Extension of the existing northbound bus lane on the Colombo Street / Moorhouse Avenue over bridge, which now commences at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection.
  - Reduction in the width of this permanent bus lane from 3.6metres to 3.2metres to improve safety for cyclists.
  - Part-time bus lanes will run from 7am to 9am in the morning peak and 3pm to 6pm in the afternoon peak, except for outside schools which will run from 4pm to 6pm.
  - Provision of a southbound part-time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Carlyle Street intersection and extending through to Brougham Street.
  - Provision of a southbound part-time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street, commencing immediately south of Malcolm Avenue and extending through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thorrington Primary School.
  - A number of lane discipline alterations are proposed along the corridor including:
    - Removal of the kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection
    - Signalisation of the Battersea / Colombo intersection
    - Removal of the cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection
    - Installation of a cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection
    - Installation of a cycle lane between the kerbside lane and through on the northbound approach to the Brougham / Colombo intersection.
  - Retention of the pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the Christchurch South library; however, these will be modified to fit within the proposed carriageway configuration.
  - Removal of the existing pedestrian island south of Devon Street.
  - Modification to shop front verandas are likely to accommodate the proposed repositioning of kerb and channel and carriageway layout.
  - On-street parking modifications.
  - Road widening at various locations.



**1 Cont'd**

129. Consequently the key features of the preferred bus priority corridor scheme for Colombo Street and Cashmere Road include the provision of full time and part time bus lanes; modifications to intersection configurations, walking and cycling facilities, kerbside parking, and shop front verandas; rationalisation of bus stops; provision of a bus gate; and associated road widening. A description of each of these bus priority features for the Colombo Street corridor is presented below.

**Full Time Bus Lanes**

130. The scheme includes the provision of full time bus lanes in the following locations:
- An extension of the existing northbound bus lane on the Colombo Street over bridge, commencing at Sandyford Street rather than Cass Street, to improve bus movement continuity north from the Sandyford Street intersection. Reduction in the width of the bus lane from 3.6metres to 3.2metres to improve safety for cyclists;
  - Provision of a full time 3.2metres wide northbound bus lane from Brougham Street to the bus stop located north of Stanley Street; and
  - The formation of 4.2metres wide bus lanes in both directions between Brougham Street and Milton Street. The wider 4.2metres bus lanes provide sufficient space for a bus to safely pass a cyclist without encroaching on the adjacent traffic lane or unduly squeezing the cyclist.
131. It is proposed that the full time bus lanes operate 24 hours from Monday to Friday. Along this corridor, this enables on-street parking to be retained on the western side of Colombo Street for sporting and recreational activities at Sydenham Park in weekends.
132. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

**Part Time Bus Lanes**

133. The scheme includes the provision of part time bus lanes in the following locations:
- (a) Provision of an eastbound part time bus lane between 7am to 9am Monday to Friday on the northern side of Cashmere Road commencing at the Cashmere / Thorrington intersection and extending through to the Cashmere / Centaurus / Colombo / Dyers Pass intersection.
  - (b) Provision of a northbound part time bus lane between 7am to 9am Monday to Friday on the western side of Colombo Street commencing to the north of Colombo / Thorrington intersection and extending through to King Street on the approach to the Colombo / Huxley / Milton intersection. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable. These areas are identified on the scheme design presented in **Attachment 1**.
  - (c) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Carlyle Street intersection and extends through to Brougham Street.
  - (d) Provision of a southbound part time bus lane between 3pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences approximately 60m south of Milton Street and extends through to Malcolm Avenue. There are sections along the corridor where the part time bus lane is not proposed to operate because of service conflicts and infrastructure constraints e.g. the narrow bridge near South Christchurch Library, and where removal of on-street parking is not practicable.

**1 Cont'd**

- (e) Provision of a southbound part time bus lane between 4pm and 6pm Monday to Friday on the eastern side of Colombo Street. The part time bus lane commences immediately south of Malcolm Avenue and extends through to Remuera Avenue. The different hours of operation for this section of bus lane have been introduced to retain kerbside parking on Colombo Street for Thorrington Primary School.

134. Part time bus lanes have a minimum width of 4.2metres, which reverts to a 2.4metre wide parking lane and 2.0metre wide cycle lane outside of bus lane operating times.
135. Bus lanes are terminated prior to each signalised intersection and buses travelling straight through the intersection share the left most lane with left turning vehicles.

**Intersection Configuration Modifications**

136. A number of lane discipline alterations are proposed along the corridor, including:
- The kerbside cycle lane on the northbound approach to the Byron / Colombo / Sandyford intersection is to be removed;
  - The Battersea / Colombo intersection is to be signalised;
  - The cycle lane between the kerbside lane and shared through / right lane on the southbound approach to the Colombo / Wordsworth intersection is to be removed;
  - A cycle lane between the kerbside lane and through lane on the southbound approach to the Brougham / Colombo intersection is to be installed; and
  - A cycle lane between the kerbside lane and through lane on the northbound approach to the Brougham / Colombo intersection is to be installed.
137. The decision to remove some sections of cycle lane on the approaches to intersections arises from carriageway space constraints and the need to avoid sending conflicting messages to cyclists. At intersections where approach cycle lanes have been removed, an advance cyclist stop box has been included in the intersection design.

**Walking and Cycling Facilities**

138. The scheme involves the removal of all existing zebra pedestrian crossings along those sections of the corridor where a bus lane (part time or full time) is proposed. The zebra pedestrian crossings have to be removed, as there are known safety issues with providing more than one lane on any approach to a zebra pedestrian crossing.
139. Where a formal pedestrian crossing point is removed, provision has been made within the proposed scheme to replace it with either a mid-block signalised pedestrian crossings or signalising an intersection and providing controlled pedestrian phases.
140. Pedestrian islands immediately north of Malcolm Avenue, north of Waverley Street and outside the South Christchurch Library will be retained, but modified to fit within the proposed carriageway configuration. The existing pedestrian island south of Devon Street is to be removed.

**On-Street Parking Modifications**

141. The proposed scheme involves the permanent removal of approximately:
- Two parking spaces on the eastern side of Colombo Street between Wordsworth Street and Waverley Street;
  - Three parking spaces on the western side of Colombo Street between Milton Street and Brougham Street;
  - Three parking spaces on the western side of Colombo Street between Stanley Street and Elgin Street; and

**1 Cont'd**

- Five parking spaces on the western side of Colombo Street between Sandyford Street and Cass Street.

142. The proposed scheme involves the permanent addition of:

- Nine parking spaces on the eastern side of Colombo Street between Waverley Street and Brougham Street; and
- Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street;
- Six parking spaces on the eastern side of Colombo Street between Southampton Street and Roxburgh Street;
- Six parking spaces on the eastern side of Colombo Street between Brougham Street and Milton Street; and
- Two parking spaces on the eastern side of Colombo Street between Waimea Terrace and Malcolm Avenue.

143. In total, the proposed scheme creates a net additional 16 parking spaces along the corridor through the removal of existing 'no stopping' markings.

144. Along those sections of the route subject to a part time kerbside bus lane, on-street parking will be unavailable during the operating times of the bus lanes i.e. 7am to 9am and 3pm to 6pm.

**Shop Front Veranda Modifications**

145. The bus priority scheme requires modifications to some commercial shop frontage canopies in the Sydenham area due to the proposed repositioning of kerb and channel to accommodate the proposed carriageway layout. Modifications to shop front verandas are likely to be required in the following locations:

- Eastern side – Byron Street (470) to Lawson Street (420);
- Eastern side – Opposite Elgin Street (372) to Waverley Street (362); and
- Western side – Stanley Street (351) to opposite Waverley Street (363).

**Bus Stop Rationalisation**

146. The bus stop modifications for the proposed scheme are presented below:

**Table 1: Bus Stop Modifications (Scheme Report, Part 7 – March 2008)**

Direction	Existing Location	Proposed Location	Reason
Outbound	Between Waverley Street and Brougham Street	Between Hutcheson Street and Hastings Street West	In conjunction with the development of Sydenham Square development *
Outbound	North of Wilton Street	Removed	Too close to bus stop above – inconsistent with Council bus spacing policy
Outbound	South of Fisher Avenue	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
Outbound	South of South Christchurch Library	Outside South Christchurch Library	Removal of a mid-block bus stop to provide improved access to a community facility
Inbound	South of Thorrington Road (Colombo)	North of Thorrington Road (Colombo)	Provides more on-street car parking in vicinity of small commercial shopping area
Inbound	North of Nutfield Lane	South of Ernlea Terrace	Removal of a mid-block bus stop to provide improved access to a community facility

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Direction	Existing Location	Proposed Location	Reason
Inbound	North of Ashgrove Terrace	Removed	Too close to proposed bus stop below – inconsistent with Council bus spacing policy
* A new bus stop is also being positioned on Brougham Street east of Colombo Street as part of the removal of this bus stop.			

### Bus Gate

147. The signalised pedestrian crossing proposed outside of Thorrington Primary School (to replace the existing zebra pedestrian crossing) will also function as a bus gate between 4pm and 6pm. A bus gate permits buses to proceed along a section of road from a control point while preventing vehicles from entering. This provides the bus with priority entering the downstream section of road thereby reducing journey times for buses.

### Road Widening

148. This selected option requires road widening and kerb modifications at the following locations along Colombo Street:

#### Eastern Side

- Byron Street (470) to Wordsworth Street (410);
- Remove kerb extension from south east quadrant to Wordsworth Street;
- Create new kerb extension at signalised pedestrian crossing adjacent 362/364 Colombo Street;
- Opposite Elgin Street (372) to Waverley Street (362);
- Waverley Street (352) to Brougham Street (340), which is occurring in association with the Sydenham Square development;
- Brougham Street to 30 metres north of Huxley Street;
- 264 Colombo Street (north of King Street) to 156 Colombo Street (north of Strickland Street);
- 122 Colombo Street (south of Tennyson Street) to 62 Colombo Street (south of South Christchurch Library entrance);
- 32 Colombo Street (north of Malcolm Avenue) to 26 Colombo Street (south of Malcolm Avenue);
- Remove kerb extension at existing pedestrian crossing outside Thorrington Primary School; and
- Remove kerb extension from north side of Remuera Avenue intersection.

#### Western Side

- Cass Street to Sandyford Street;
- Modify kerb extensions at Battersea Street intersection;
- Formation of a new kerb extension outside 363 Colombo Street;
- 363 Colombo Street to Stanley Street (351);
- Ernlea Terrace to 27a Colombo Street (opposite Malcolm Avenue);
- 15 Colombo Street to 9 Colombo Street (opposite Remuera Avenue);
- 8 – 10 Cashmere Road; and
- 16 – 18 Cashmere Road.

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**1 Cont'd****Bus lane markings**

149. The Standards for Special Vehicle Lanes, which were prepared for the Auckland Bus Priority Initiatives Steering Group has been used for the design of the pavement markings and signage for bus lane markings. Bus lanes are given a painted colour treatment to improve their visibility at the start and end of each bus lane, after a left turn from an intersection, 50metres prior to a left turn into an intersection, and not more than 100metres apart. The lanes are also marked with a longitudinal continuous white line and painted white text in the lane itself. Roadside signage is also installed at regular intervals not exceeding 100metres and at each side street.

**Enforcement**

150. The implementation of bus lanes has been balanced with the loss of parking along the corridor, and to ensure that the bus lanes are successful in achieving the objectives set, enforcement is absolutely essential.
151. Enforcement of the bus lane and other bus priority measures is crucial due to the risk of non compliance by other road users. An occasional use of bus private measures by private vehicles can initially have little effect on the performance of the measure; however, if the trend is allowed to continue it could quickly become a widespread problem and risk the functionality of the measure entirely.
152. All moving violations in Christchurch are currently the responsibility of the NZ Police. The Council's enforcement team is undertaking the process to obtain delegated powers from the Commissioner of Police to warrant local officers as "enforcement officers", which allows them to enforce moving vehicle offences.
153. The Council can and does enforce stationary vehicle offences such as parking in special vehicle lanes. Parking in special vehicle lanes could be a major issue along the entire route both in the inbound and outbound peaks. If vehicles remain parked in the bus lane during peak hours the bus will then have to rejoin the traffic flow while passing the vehicle. Parking in the bus lanes during the operational times should be visually enforced to give the public a clear indication that misuse of the priority measures will not be tolerated. Parked vehicles obstructing bus lanes will be towed to allow bus lanes to operate and to support zero tolerance for abuse of bus lanes.

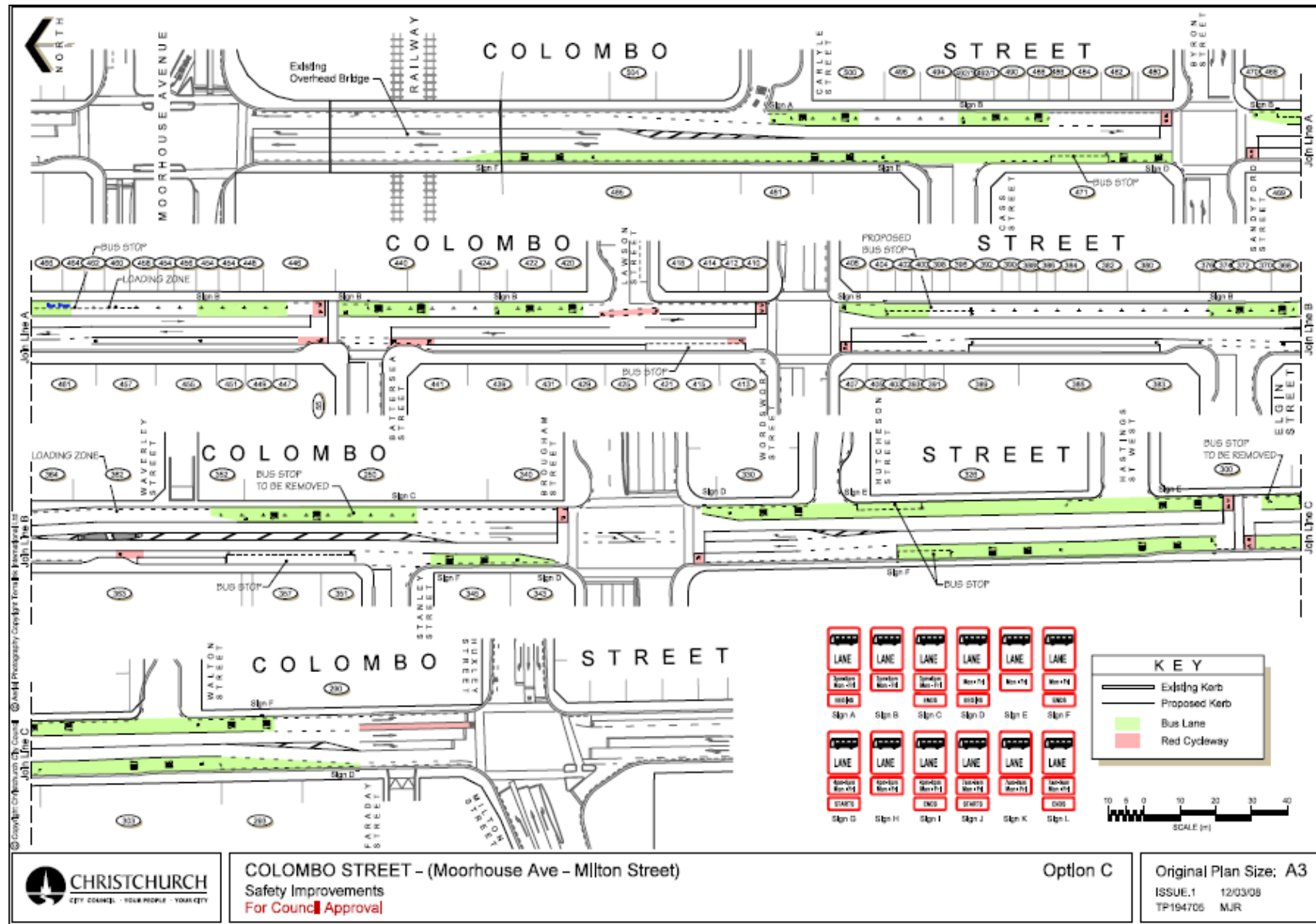
**Education Campaign**

154. An education campaign is proposed in conjunction with the implementation of bus priority measures along the Colombo route, and in particular, to target the various groups who will interact with the bus priority measures (i.e. cyclists, drivers, bus drivers, passengers and pedestrians).

**PHIL CLEARWATER  
CHAIRPERSON**

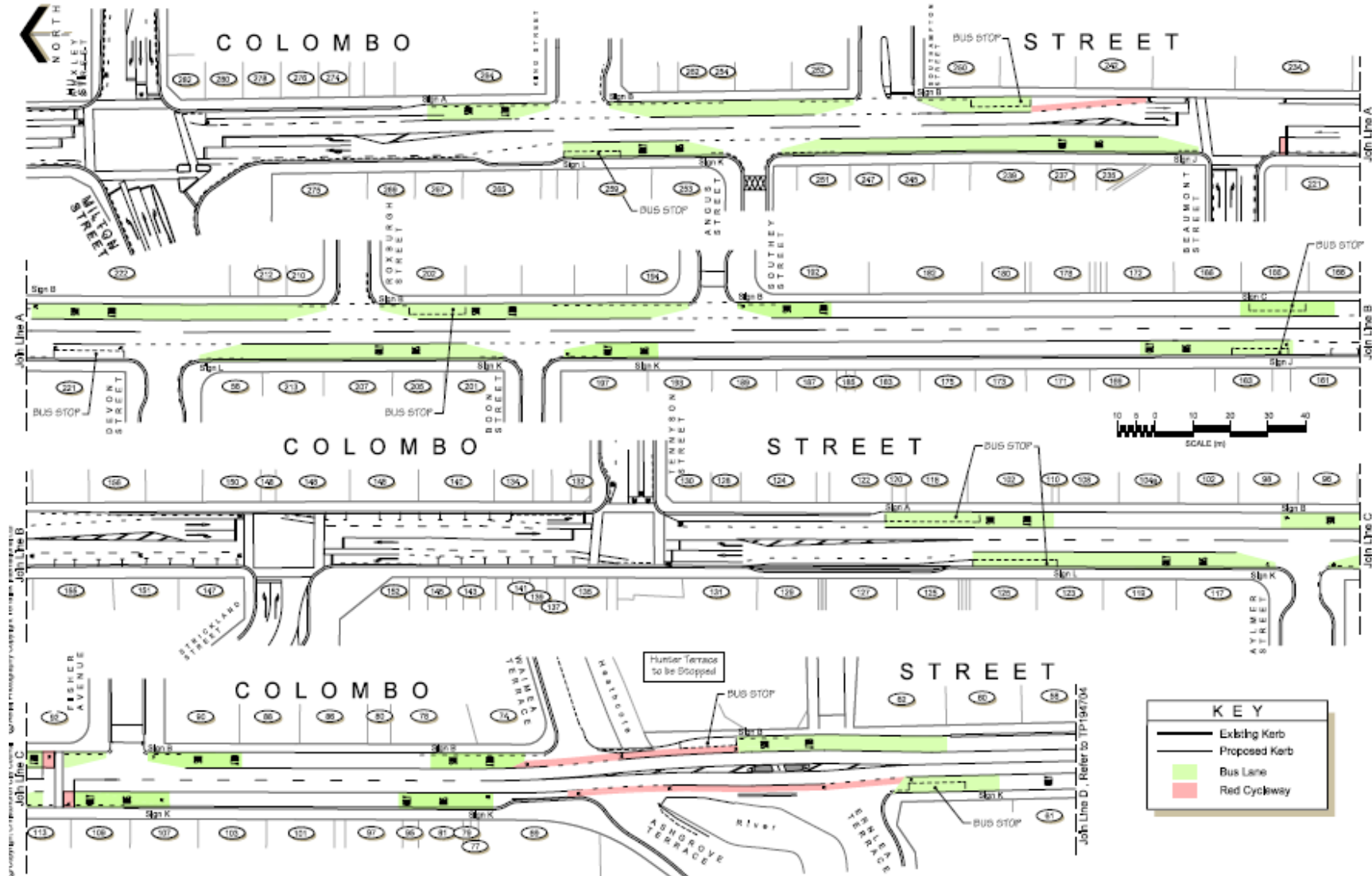
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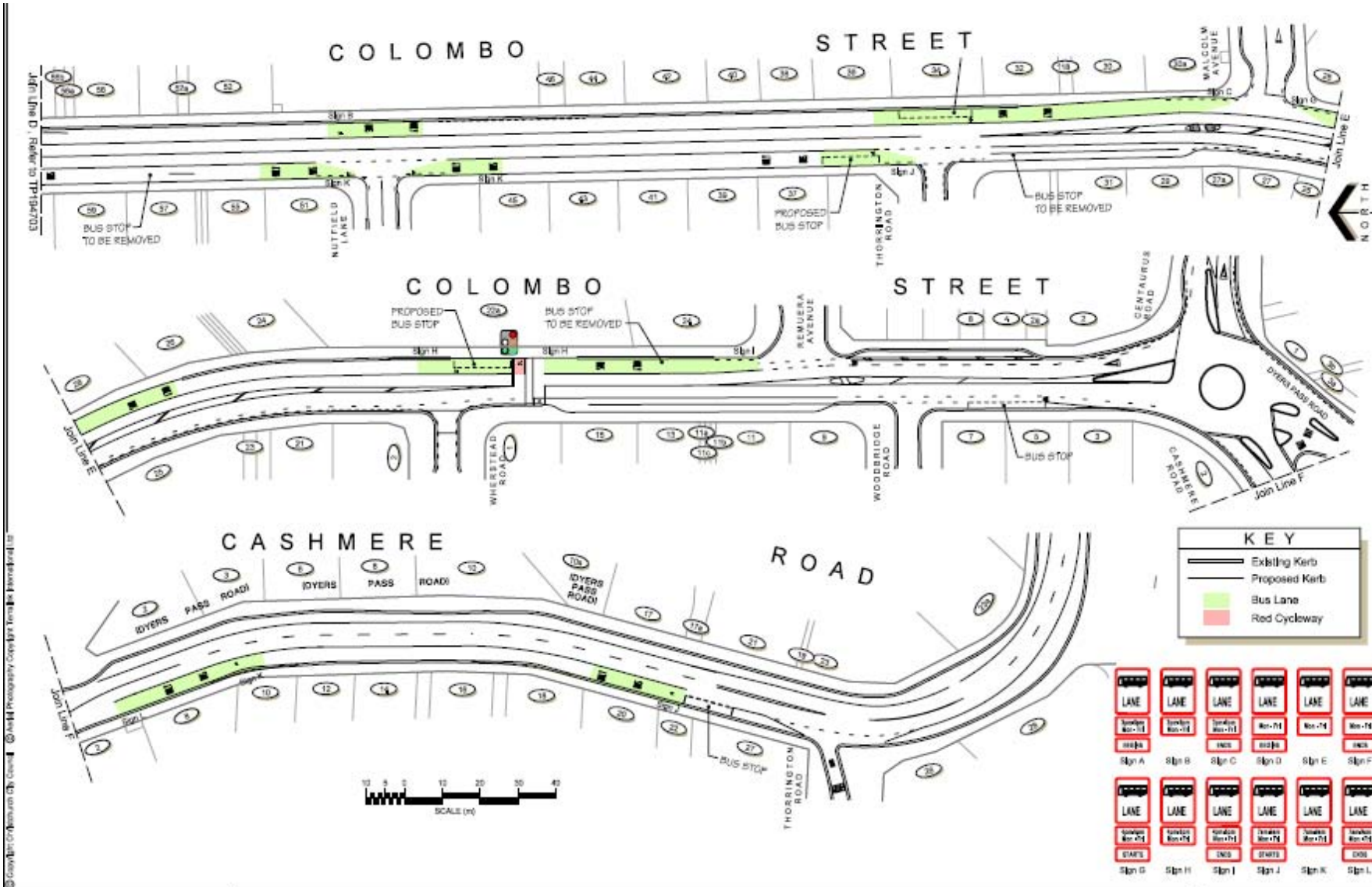


**COLOMBO STREET (Milton Street - Cashmere Road)**  
 Safety Improvements  
 For Council Approval

Original Plan Size: A3  
 ISSUE.1 12/03/08  
 TP194703 MUR

15. 05. 2008

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**COLOMBO STREET (Milton Street - Cashmere Road)**  
 Safety Improvements  
 For Council Approval

Original Plan Size: A3  
 ISSUE.2 12/03/08  
 TP194704 MJR



## 8. COLOMBO STREET AT CHRISTCHURCH SOUTH POLICE STATION – PROPOSED ‘KEEP CLEAR’ AREA

<b>General Manager responsible:</b>	Jane Parfitt General Manager City Environment, DDI 941 8656
<b>Officer responsible:</b>	Ross Herrett A/Transport & Greenspace Manager
<b>Author:</b>	Patricia Su

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Community Board's support and recommendation to Council for the installation of a 'Keep Clear' area on Colombo Street by the Christchurch South Police Station vehicle entrance. **See Attachment 1.**

### EXECUTIVE SUMMARY

2. The Council has received a request from the NZ Police to install a 'Keep Clear' area by the vehicle entrance to the new Christchurch South Police Station on Colombo Street.
3. Colombo Street is classified as a "*minor arterial*" road in the City Plan and carries about 20,000 vehicles per day. Due to the vicinity of the Christchurch South Police Station to the Colombo Street/Strickland Street intersection, when a queue forms at the intersection, especially during the afternoon peak times, the queue will block the access into and out of the Christchurch South Police Station.
4. Installing a 'Keep Clear' area by the vehicle entrance on Colombo Street to the Christchurch South Police Station will indicate to road users that they must not queue over the area when their intended passage through that area is blocked, similar to the Road User Rule on not obstructing intersections. This will assist the Police to ensure that their entranceway is kept clear at all times in case of an emergency.
5. It is believed that this will not be setting a precedent as a similar marking is installed on St Asaph Street by the vehicle entrance to the St John's Ambulance Station. As a guideline, the 'Keep Clear' area markings should only be installed at entranceways to emergency services if required or at a railway crossing.

### FINANCIAL IMPLICATIONS

6. The total estimated cost for undertaking the works is \$500.

### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. The works are within the LTCCP operational budgets.

### LEGAL CONSIDERATIONS

8. The Land Transport Rule Traffic Control Devices 2004 "Part 10.6 'Keep Clear' zone at intersections" provides for this.

### Have you considered the legal implications of the issue under consideration?

9. As noted in paragraph 8.

### Alignment with LTCCP and Activity Management plans

10. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes: Safety (by providing a safe transport system).

### Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. This contributes to improve the level of service and safety.

**Clause 8 Cont'd**

**ALIGNMENT WITH STRATEGIES**

12. The recommendations align with the Christchurch Road Safety Strategy.

**Do the recommendations align with the Councils strategies?**

13. As noted In paragraph 12.

**CONSULTATION FULFILMENT**

14. No other properties are directly affected by this and therefore no further consultation was undertaken.

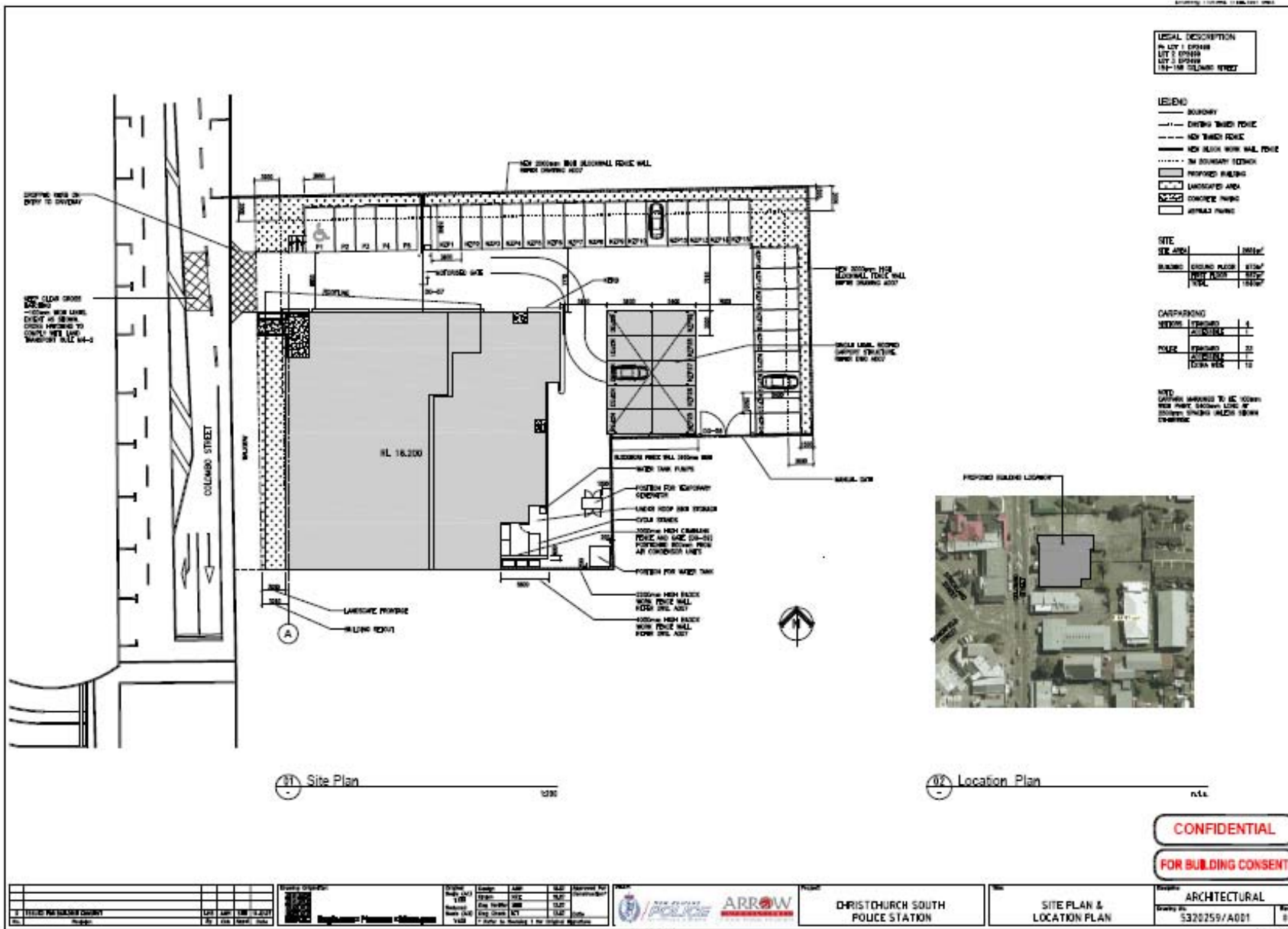
**STAFF RECOMMENDATION**

It is recommended that the Community Board support and recommend to Council to approve:

- (a) That a 'Keep Clear' area be marked on the road surface on Colombo Street by the Christchurch South Police Station vehicle entrance as shown in the attached plan.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be supported.



9. COMMUNITY BOARD ADVISERS REPORT
10. BOARD MEMBERS' INFORMATION EXCHANGE
11. MEMBERS' QUESTIONS