

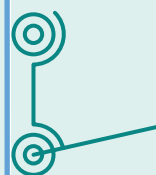
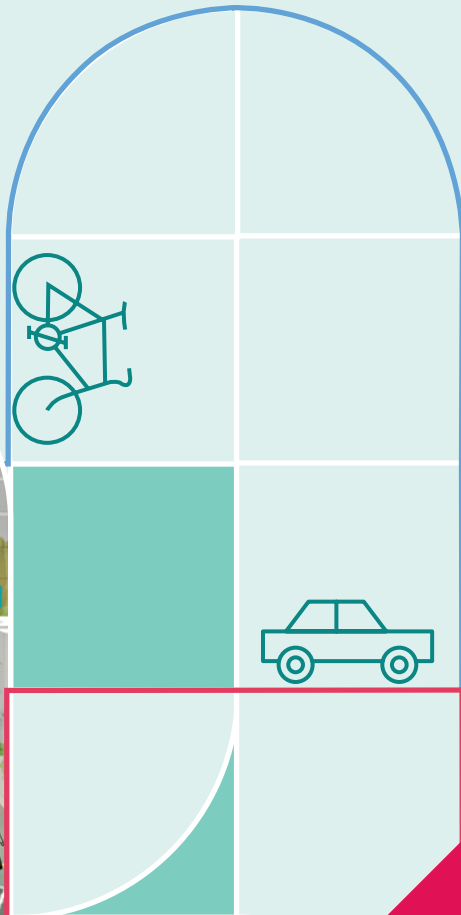
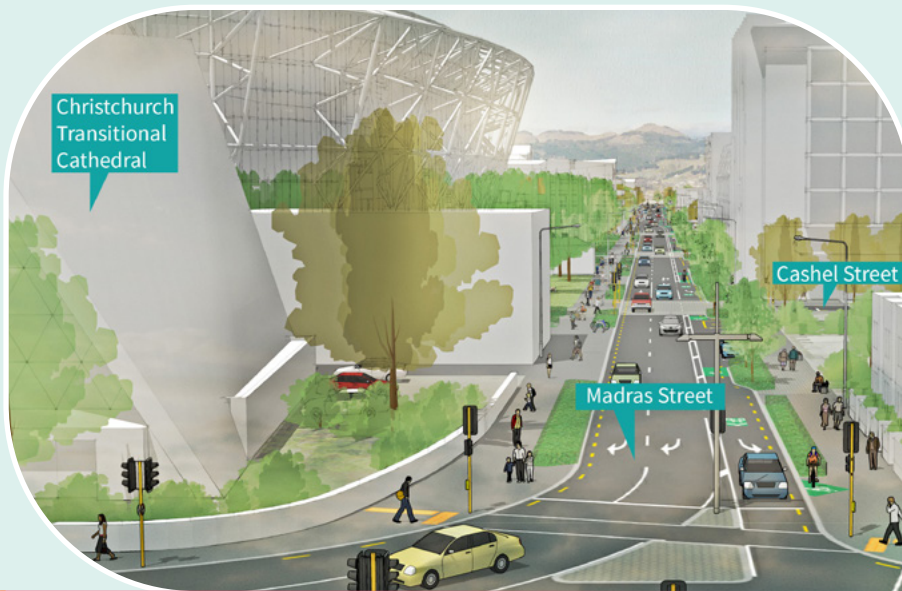
Kōrero mai | **Have your say**

# Getting ready for Te Kaha

Way safer streets around the multi-use arena

[ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)

Tell us what you think by  
7 November 2022

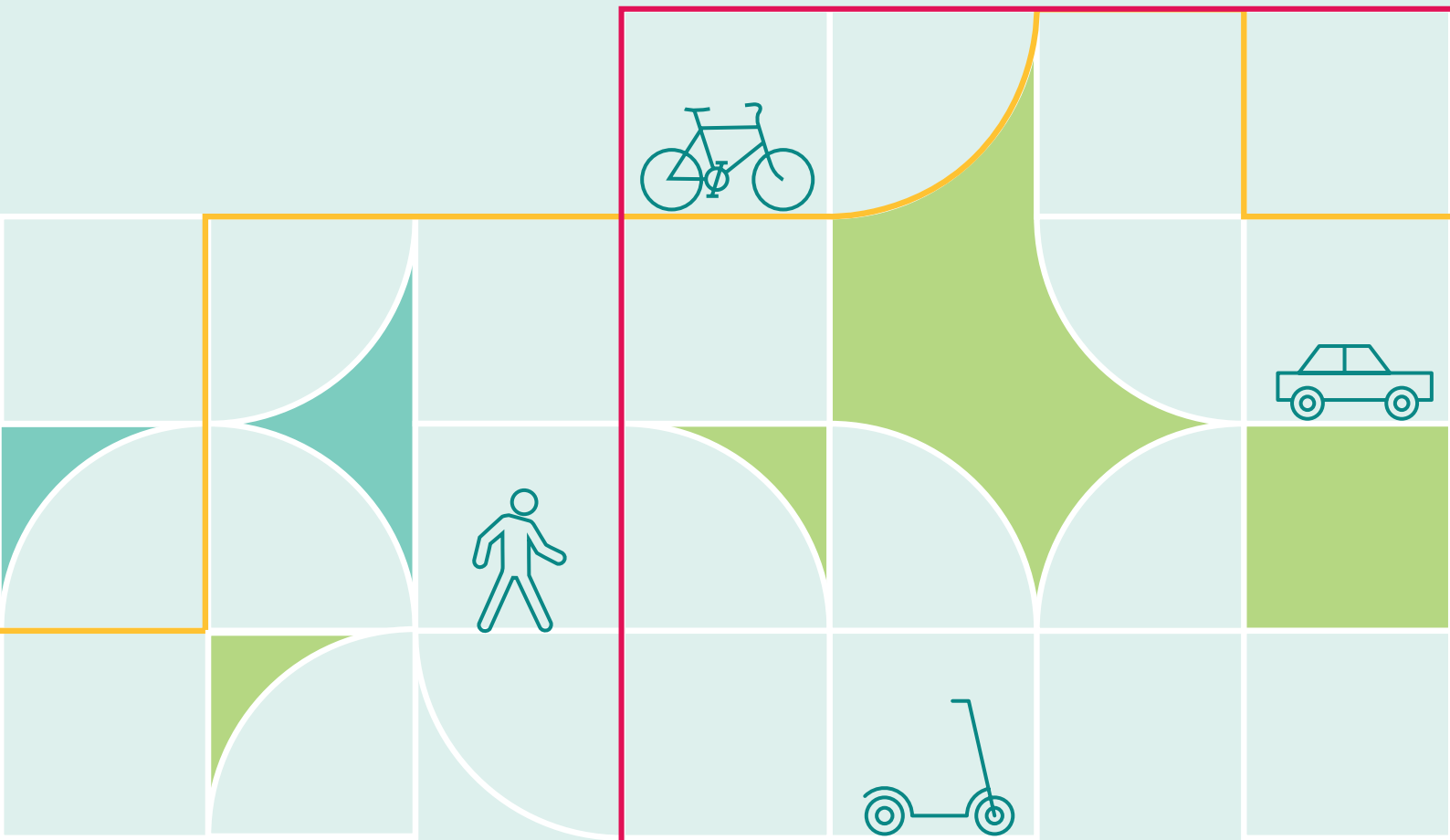


## Getting ready for Te Kaha streets map



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## What we're planning and why

Christchurch's south-eastern central city will soon have the most modern, state-of-the-art, multi-use arena in the southern hemisphere. We need to upgrade the surrounding streets to make them safer and more pedestrian friendly, so that they're ready for the increased activity this area is going to experience.

After it opens in 2026, Te Kaha, Canterbury's Multi-Use Arena, set within the Te Kaharoa precinct, will frequently host events that will attract an estimated 15,000 to 20,000 people to this part of the city. It will also host larger, less frequent events, such as international sports fixtures and major concerts.

Our experience with Orangetheory stadium and Lancaster Park has taught us that the surrounding streets need to be designed for these large influxes of traffic and pedestrians, and we're planning some significant street upgrades in the area.

The planned upgrades to the streets surrounding Te Kaha are designed to reduce the need for expensive area-wide event traffic management plans (EMTPs) at each event. EMTPs will still be required for those larger events, such as an international test or a headline music act, but our proposed changes will significantly reduce the need to close certain streets and restrict access around the city.

We also want to create a sense of place and regeneration in the south-east city, where key street upgrades have awaited certainty over Te Kaha's construction and delivery. The construction of Te Kaha and planned Three Waters (that's sewerage, stormwater and water supply) work in this area provide an opportunity to upgrade streets efficiently, and with as little disruption as possible.

We're working closely with the Te Kaha delivery and construction teams to ensure the Te Kaharoa precinct ties in with our proposed improved pedestrian access across, and along, those nearby streets. This includes wider footpaths surrounding Te Kaharoa to keep pedestrians safe, and ensuring the area's stormwater network requirements align with Te Kaha's designs.

These proposed changes are estimated to cost \$33 million. This includes improving pedestrian and cycle safety on Fitzgerald and Moorhouse avenues, improving the connectivity of the Manchester-Lichfield-High streets intersection, and upgrading High Street between Tuam and St Asaph streets.

This entire package of work was approved as part of our Long Term and Annual Plans, and is separate from the \$683 million budget that was approved for the construction of Te Kaha.

We encourage you to read through the proposed changes, then head to [ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay) to view the technical plans and let us know what you think.

Note: all artistic impressions in this booklet are indicative only, and might differ from the final design.

**More detailed information on these proposals are available online:**

[ccc.govt.nz/tekahastreet](https://ccc.govt.nz/tekahastreet)

[ccc.govt.nz/highstreet](https://ccc.govt.nz/highstreet)





## Te Kaha – Canterbury’s Multi-Use Arena

From All Blacks tests and Football World Cup qualifiers to big concerts and events, Te Kaha, Canterbury’s Multi-Use Arena, will be able to host them all.

Te Kaha will have a seating capacity of 30,000 for sports events (25,000 permanent and 5000 temporary seats) and will have a maximum capacity of at least 36,000 for large music events.

The arena is under construction in central Christchurch between Madras, Barbadoes, Hereford and Tuam streets.

Earlier this year, increasing costs associated with supply chain issues, shipping and steel manufacturing saw the required budget of Te Kaha increase from \$533 million to \$683 million.

We asked the public whether we should go ahead with the arena as planned, and 77 per cent of the 30,000 people who responded wanted the Council to increase Te Kaha’s budget, so that the multi-use arena could be delivered.

Te Kaha is the Council’s largest-ever project with an allocated budget of \$453 million. The Crown has contributed \$220 million from the Christchurch Regeneration Acceleration Fund, as well as \$10 million for land decontamination.

As the final anchor project for the city, the arena will be the pride of all Cantabrians – it will add to the central city’s vitality, catalyse further development, help re-establish Christchurch as a sporting and cultural capital and boost the region’s economy by attracting visitors from around New Zealand and the world.

Early works are now under way, with the main construction expected to begin late in 2022.

You can read more about the project and sign up for a monthly e-newsletter by visiting:

[canterburyarena.co.nz](https://canterburyarena.co.nz)





# Lichfield Street west (Manchester to Madras)

## Budget: up to \$3.2m

Once Te Kaha is completed, we anticipate Lichfield Street - with the bus interchange and three car-parking buildings - will be one of the two primary pedestrian gateways to Te Kaha from the west. During larger events, pedestrians approaching Te Kaha from the west will converge on Lichfield Street between Manchester and Madras streets.

Our objective for Lichfield Street between Manchester and Madras Streets is to create a safe and enjoyable experience for pedestrians moving between the city centre and Te Kaha. This will mean the street:

- copes with higher volumes of pedestrians attending regular Te Kaha events without the need for expensive and potentially disruptive event traffic management plans
- makes the most of new opportunities presented for nearby businesses
- ties in the new High Street tram line extension
- improves pedestrian safety
- makes the street an attractive place for people to be.

We have developed two options for upgrading Lichfield Street:

- Option 1 - a full street upgrade that maintains local access for traffic, but reallocates more space for mixed uses such as pedestrians, cycling and outdoor dining. This is our preferred option.
- Option 2 - a minimal redesign that maintains two-way vehicular access and some time-restricted parking.

## Option 1 - a full street upgrade

Our preferred option is to redesign the road corridor to create a 10km/h shared-use zone with wider footpaths, passive rain gardens, more space for outdoor dining, and scooter and bike parking.

This section of Lichfield Street would become one-way east-bound, although a slip road from Madras Street to Nurseryman Lane will maintain access to the car-parking building. There will also be loading zones to support local businesses, but many existing car-parking spaces will be removed.

This option meets our objective of creating a desirable pedestrian gateway to the arena and the east of the city, while reducing the need to frequently organise and pay for costly event traffic management. It is envisaged that this new layout would achieve more day-to-day use of the street through improved pedestrian access and outdoor dining opportunities.



## Option 2 - a minimal redesign

Following early initial feedback from the Central City Business Association, who were concerned how Option 1 might affect local businesses, this option is being considered. The minimal redesign option provides some opportunities for outdoor dining and an improved street look and feel to the south side. It would also retain on-street parking on the northern side.

The status quo of two-way traffic and a 30km/h speed limit would remain.

While this is a slightly lower-priced option to build, it's likely that costly event traffic management plans would

be needed and street closures would need to be provided more frequently for events at Te Kaha. This means long-term operational costs to keep this current road layout will be higher over the lifetime of Te Kaha, and more disruptive to the area each time an event takes place.

For the preferred option we'll improve the crossing to the Manchester-Lichfield Street intersection, by providing opportunities to make diagonal crossings when trams are not present.

For the second option we would not be able to make these improvements without compromising on the efficiency of the surrounding road network.

### Pros and cons of a full street upgrade for Lichfield Street (Option 1)

#### Pros:

- Less expensive in the long-term due to reduced event traffic management and less disruption
- More attractive streetscape with landscaping, including trees
- Increased outdoor dining opportunities
- More cycle and scooter parking
- More pedestrian and cycle friendly, with speeds reduced to 10 km/h
- Inclusion of passive rain gardens to reduce water run-off
- Potential for the project to be subsidised by Waka Kotahi NZ Transport Agency.

#### Cons:

- More expensive in the short-term as upgrades are implemented
- Removes all existing on-street car parks, while retaining loading zones
- One-way traffic flow for this section of Lichfield Street changes some local journey routes.

### Pros and cons of a minimal design for Lichfield Street (Option 2)

#### Pros:

- Cheaper to build and maintain in the short term
- Retains 23 of the existing 46 on street car-parking for existing businesses
- Retains two-way traffic for the entire length of the street
- Provides a few small areas for outdoor dining opportunities.

#### Cons:

- No trees and minimal passive rain gardens to reduce stormwater run-off
- More expensive to manage, and more disruptive during most events
- Less pedestrian and cycle-friendly
- Fewer cycle and scooter parking spaces
- No improvement to the crossing at Lichfield-Manchester-High St intersection.

## Have your say

What do you think is the best option for upgrading Lichfield Street? Do we invest now in a full upgrade to create a safer and more welcoming gateway to a world-class facility?

Or do we take a minimal approach that prioritises parking, but with more regular disruption on event days?

Is there anything else we should consider, or anything we've missed?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/tekahastreet](https://ccc.govt.nz/tekahastreet)



# Madras Street north (St Asaph to Latimer Square)

**Budget: \$7.9m**

People approaching Te Kaha from Madras Street, through the Te Kaharoa precinct, will be welcomed at the intersections of Lichfield and Cashel streets. We've designed Madras Street, between St Asaph Street and Latimer Square, to ensure large numbers of people can safely and easily access the arena during major events.

We're expecting high numbers of pedestrians to congregate on Madras Street on event days. To accommodate these crowds and improve safety and security at the arena, we're proposing to widen the footpath to 5.3 metres and remove the 28 car parks on the eastern side of the street.

Most car parks on the west side of Madras Street will be retained, as well as loading bays for neighbouring businesses. Some mobility spaces near the earthquake memorial garden will be added.

We also propose to modify the signalised crossings at the intersections of Tuam, Lichfield and Cashel streets and reduce the Madras Street speed limit to 30km/h, to improve vehicle and pedestrian safety.

Madras Street will be made more attractive with additional trees and landscaping, to blend in with the plans for Te Kaharoa precinct, without compromising its designation as an over-dimension (heavy traffic with oversized loads) route.

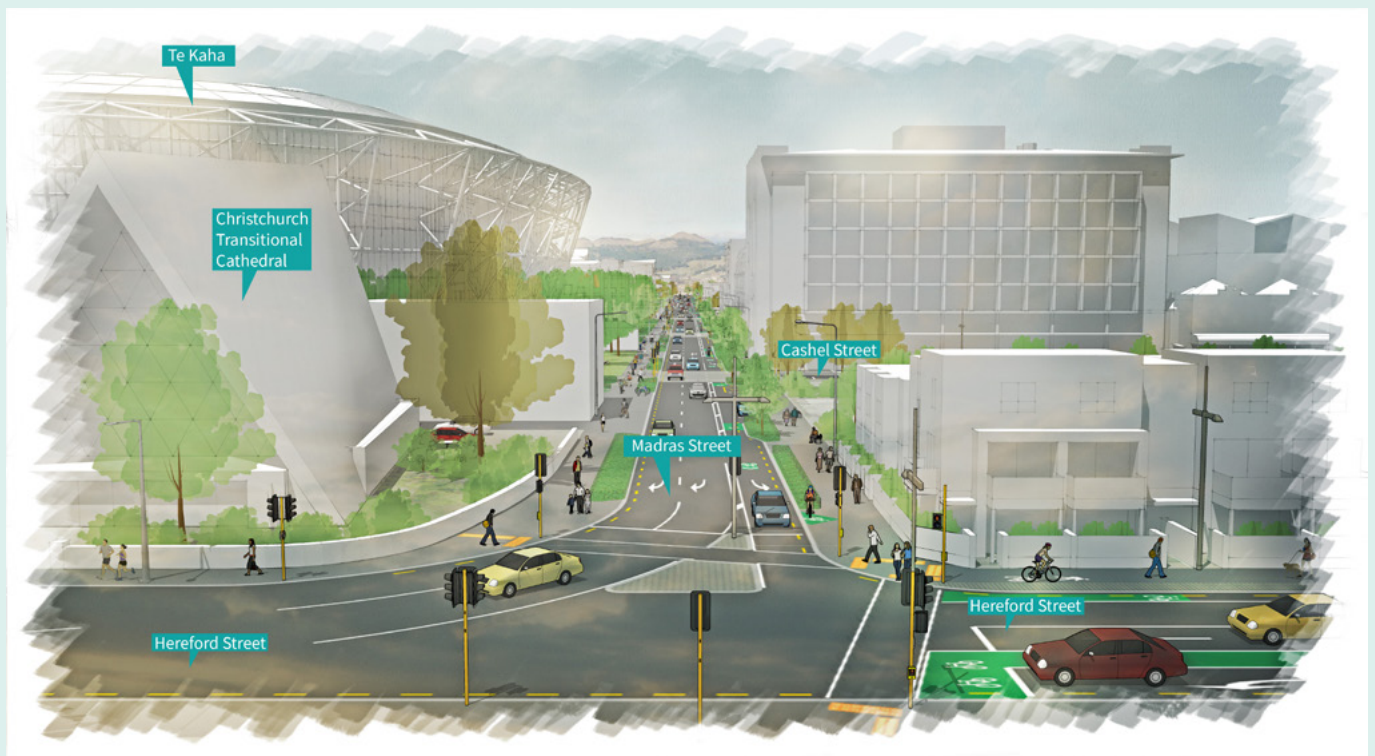
## Have your say

What do you think of these proposals to significantly upgrade Madras Street along Te Kaha's western frontage, to make it more attractive and pedestrian-friendly?

Is there anything else we should consider, or anything we've missed?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/tekahastreet](http://ccc.govt.nz/tekahastreet)





# Madras Street south (Moorhouse to St Asaph)

**Budget: \$5.9m**

Madras Street is a main thoroughfare into the central city from the south-east. The southern section, between Moorhouse Avenue and St Asaph Street, also provides access to the Ara campus and nearby retail and hospitality businesses.

We're planning to maintain Madras Street as a key traffic route. However to address long-standing safety concerns for Ara students crossing this busy road, we're proposing improvements to make it safer and easier for people to access businesses on the other side of the road.

We're proposing to add a new, shared mid-block pedestrian and cycle signalised crossing between

Countdown and the Ara campus, and reduce the speed limit to 30km/h from Moorhouse Avenue. Both bus-stops on this section will also have improved shelters and footpath areas.

We've also identified a missing connection for cyclists from the cycleway on St Asaph Street, travelling along Madras Street to the Ara campus. We're proposing a new, wider shared path on the eastern side of this section of Madras Street.

Parking on the central city side will be unchanged and the parking on the Ara side is proposed to change to P120 to encourage a better turnover of spaces.

## Have your say

What do you think of this proposal to improve the safety of pedestrians and cyclists on this southern section of Madras Street, by adding a new crossing and a shared pathway and lowering the speed limit to 30km/h?

Is there anything else we should consider, or anything we've missed?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/tekahastreet](http://ccc.govt.nz/tekahastreet)



# Tuam Street (Madras to Fitzgerald)



## Tuam Street (Madras to Fitzgerald)

**Budget: \$1.02m**

We're proposing a number of changes for Tuam Street, and we've broken this into two sections: Madras Street to Barbadoes Street, and Barbadoes Street to Fitzgerald Avenue.

### Madras Street to Barbadoes Street

This section of Tuam Street runs along the southern edge of Te Kaharoa precinct. It's anticipated that high numbers of pedestrians will use the area before and after events at Te Kaha.

To prepare Tuam Street for large fluctuations in pedestrian numbers, and improve the safety of people visiting the arena, we want to widen the north side footpath, immediately adjacent to Te Kaha, to 5.8 metres.

To do this we'll need to remove 15 car-parking spaces on the northern side of this section of Tuam Street and add five parking spaces on the southern side.

We propose keeping the north side public bus stop and parking on the south side of the street. However, these could be modified to better service the needs of neighbouring businesses and destinations, so let us know what you think.

### Barbadoes Street to Fitzgerald Avenue

We are proposing to revert this section of Tuam Street back to a one-way street, to complete the full conversion of Tuam Street to one-way eastbound within the central city.

This creates a more intuitive road network across the southern central city. It also allows for extra coach parking and layover for events at Te Kaha, as well as more on-street parking on the south side of Tuam Street.

It would be delivered in combination with the conversion of Lichfield Street between Barbadoes Street and Fitzgerald Avenue to two-way traffic, as described below.

We're also proposing to improve the pedestrian crossing at the intersection of Tuam Street and Fitzgerald Avenue. This will cater for the larger number of pedestrians we expect to see crossing Fitzgerald Avenue from the inner eastern suburbs before and after Te Kaha events.

### Have your say

What do you think of these proposals?

Is there anything else we should consider, or anything we've missed?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/tekahastreet](http://ccc.govt.nz/tekahastreet)



## Lichfield Street (Barbadoes to Fitzgerald)

**Budget: \$1.04m**

We want to make it as easy as possible for people to enjoy events at Te Kaha, and the eastern section of Lichfield Street between Barbadoes Street and Fitzgerald Avenue will be a crucial to achieving this.

We're proposing to convert this section of Lichfield Street to a two-way street and reduce the speed limit to 30km/h. A speed platform located half-way along the street is proposed to discourage inappropriate speeds.

During event days (primarily evenings and weekends) this section of Lichfield Street will be the main area for taxis and Ubers (rideshare services) to pick up and drop off passengers. At all other times the parking will remain as currently posted.

We're also proposing to improve the pedestrian crossing at the intersection of Lichfield Street and Fitzgerald Avenue. This will cater for the large number of pedestrians we expect to see crossing Fitzgerald Avenue from the inner eastern suburbs before and after Te Kaha events.



# Barbadoes Street (Hereford to Tuam)

Te Kaha will have a main entrance on Barbadoes Street, so we expect large numbers of people to congregate on this eastern side of the arena before and after events. Barbadoes Street is a high-volume road, so we need to consider how we can make it safer for everyone, while keeping traffic flowing.

We propose to widen most of the footpath adjacent to Te Kaha, to six metres. To accommodate a wider footpath and increase the venue safety and security, we propose to remove the 29 on-road car parks on the western side of this section of Barbadoes Street.

We expect more pedestrians to cross from the eastern suburbs, so we'd like to upgrade the signalised crossings at the intersections with Tuam, Lichfield and Cashel streets.

These upgrades will ensure pedestrians have full protection from turning traffic and reduce improved crossing distances.

We're also proposing coach, taxi and Uber drop-off / pick-up zones east of Barbadoes Street.

Car parking on the eastern side of the street will be retained, but could be modified to better service the neighbouring businesses and destinations.

We are expecting the area east of Barbadoes Street to diversify and develop over time.

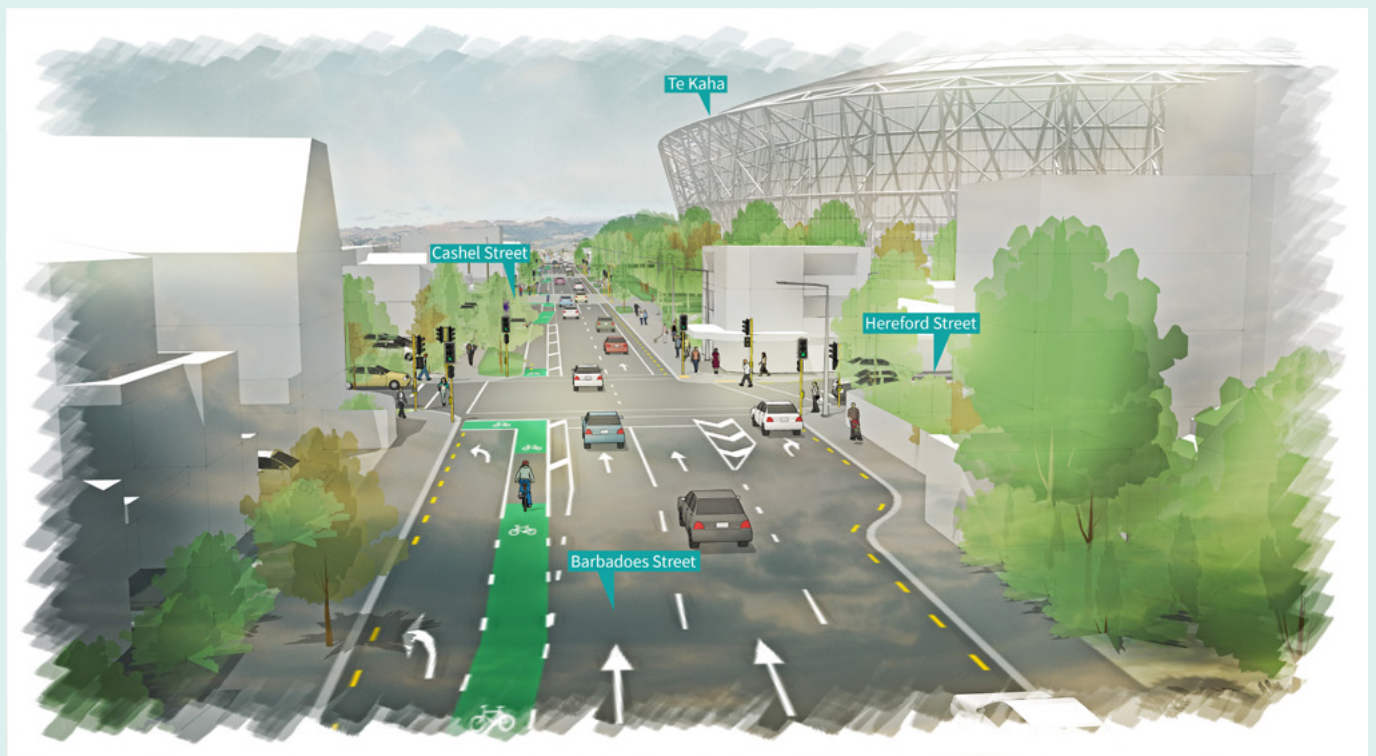
## Have your say

What do you think of these proposals for Barbadoes Street?

Is there anything else we should consider, or anything we've missed?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/tekahastreet](http://ccc.govt.nz/tekahastreet)



# High Street south – Revitalising one of our most iconic streets

**Budget: \$2.25m**

The revitalisation of High Street is a separate project to our proposed Te Kaha street upgrades and the two projects are not dependant on each other to progress. However, given their proximity we have presented the information together with the aim of gathering community feedback on both projects.

We previously asked for feedback on the High Street Revitalisation and Tram Renewal in 2019. This included proposals to upgrade High Street from Tuam to St. Asaph Street.

At the time, businesses and property owners raised a number of concerns for the southern block of High Street, which resulted in the Council Hearings Panel deciding to defer the upgrade of the block at that time and asking for further engagement with affected parties.

After talking further with local businesses, property owners and future users, we have revised the earlier plans to address those concerns and better accommodate the range of needs of people using the street. These discussions are reflected in the proposal.

We have developed two options for High Street. Both options include:

- lowering the speed limit to 10km/h
- planting more trees and vegetation

- widening footpaths to increase pedestrian and cyclist safety and improve access
- adding a missing cycle connection between Tuam and St. Asaph Streets, linking the central city cycleways with the Heathcote Expressway major cycle route
- a simplified intersection at High/Tuam Streets
- completing the pedestrian link to the Central City
- enhancing the streetscape to complement potential investment along the street.

Our preferred option is to include a paved right-turning lane onto St. Asaph Street in the design. This will reduce unnecessary traffic on Madras Street, eliminate illegal traffic movements across the footpath and allow cars to access the carpark on St. Asaph Street. However, this lane will require cyclists to give way to traffic.

The alternative is to remove the right-turning lane onto St. Asaph Street. This creates a clearway for cyclists heading north to Tuam Street and provides room for bike parking. Initial discussions with business owners have suggested this option is less desirable.

## Have your say

What do you think of this new proposal for the southern end of High Street? Does it improve the streetscape to better support the surrounding businesses, as well as improving pedestrian and cyclist safety and access?

View the detailed plans and let us know your thoughts by visiting:

[ccc.govt.nz/highstreet](http://ccc.govt.nz/highstreet)



Artistic impression of Option 1

## How to have your say

We'd like your feedback on Way Safer Streets, Getting ready for Te Kaha.

**This booklet contains two separate consultations, so if you would like to give feedback on both Te Kaha surrounding streets and High Street, you will need to do so separately.**

Tell us what you think by Monday 7 November 2022.



Online: [ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)



Email\*: [engagement@ccc.govt.nz](mailto:engagement@ccc.govt.nz)



Deliver to\*

Attention: Hannah Ballantyne  
Te Hononga Civic Offices at 53 Hereford Street  
by 5pm Monday 7 November 2022



Post to\*

Freepost 178 (no stamp required)  
Te Kaha surrounding streets or High Street  
Attn: Hannah Ballantyne  
Christchurch City Council  
PO Box 73017  
Christchurch 8154

\* Please include your full name and postal address. If you wish to speak at the public hearings, please also provide a daytime phone number. If your feedback is on behalf of a group or organisation, you must include your organisation's name and your role in the organisation.

### Hearings

Public hearings will be held in December 2022 (to be confirmed).

### Please note

We require your contact details. Your feedback, name and address are provided to decision makers. Your feedback, with your name only will be available on our website. However, if requested we will make feedback including contact details, publicly available. If you feel there are reasons why your contact details and/or feedback should be kept confidential, please contact the Engagement Manager by phoning (03) 941 8999 or 0800 800 169.



### Talk to the team

If there is a community meeting you would like us to attend, please let us know. You can also phone any time to speak with us directly about the project.

### Te Kaha surrounding streets

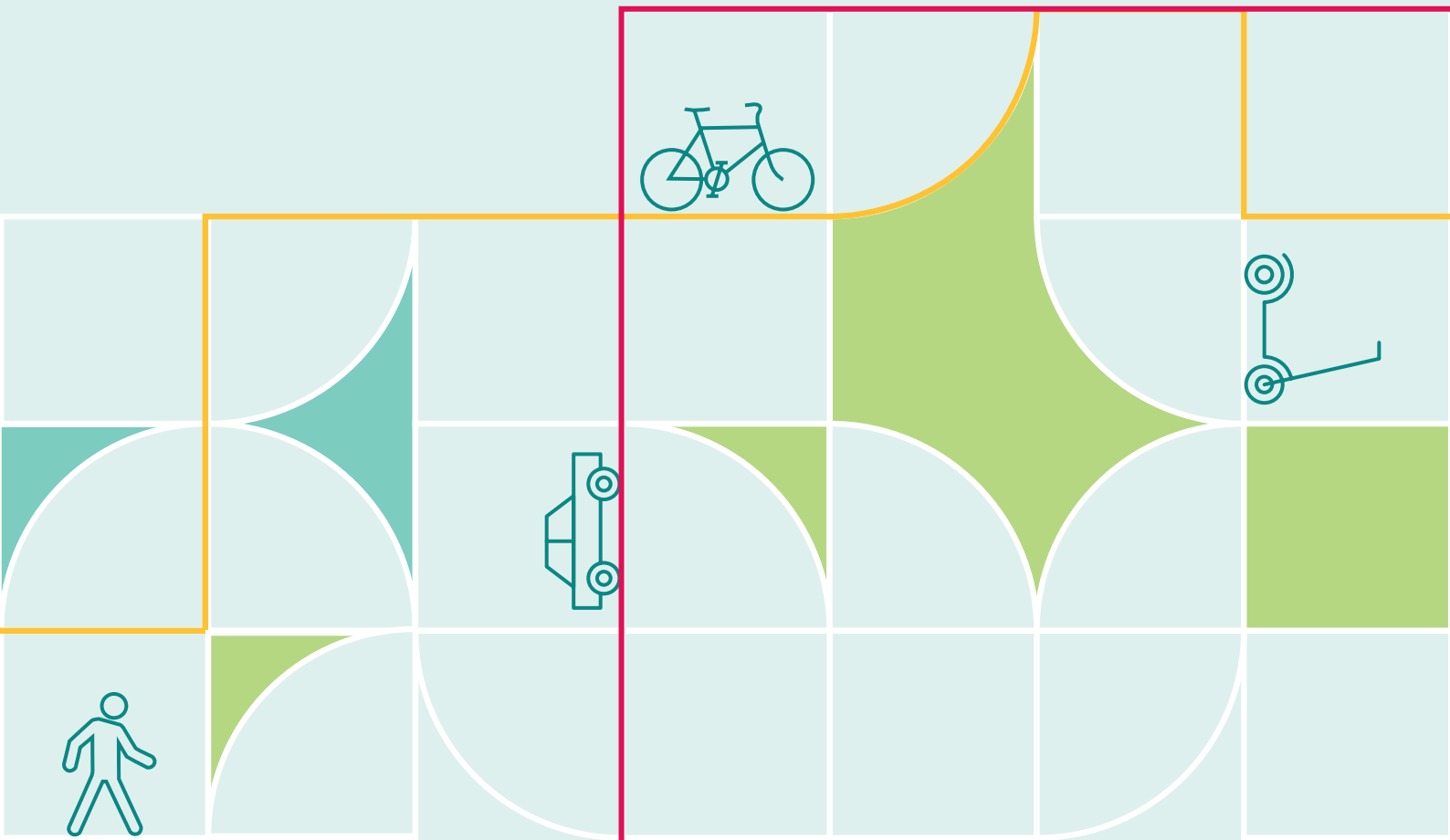
Hannah Ballantyne  
[Hannah.Ballantyne@ccc.govt.nz](mailto:Hannah.Ballantyne@ccc.govt.nz)  
03 941 8055

### High Street

Kiran Skelton  
[Kiran.Skelton@ccc.govt.nz](mailto:Kiran.Skelton@ccc.govt.nz)  
03 941 6725

[ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)





Kōrero mai | **Have your say**

# Getting ready for Te Kaha

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Tell us what you think by  
7 November 2022

