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An Accessible City – transport projects: proposed changes



Consultation Friday 15 August – Monday 8 September 2014

Consultation No.1

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New Zealand Government


Te Rūnanga o Ngāi Tahu

 **Environment
Canterbury**
Regional Council
Kaunihera Taiao ki Waitaha

 **NZ TRANSPORT AGENCY**
WAKA KOTAHİ

Photograph opposite: It is proposed that general traffic will travel one-way along Tuam Street from Riccarton Avenue to the Central City.

An Accessible City

Christchurch City Council, working closely with CERA, is seeking your feedback on proposed transport network changes at Hagley / Moorhouse Corner and surrounding streets and Hospital Corner, including Oxford Terrace and Tuam Street.

These are the first of the proposed transport projects to deliver *An Accessible City*. This is the transport chapter of the Christchurch Central Recovery Plan developed under the Canterbury Earthquake Recovery Act 2011. *An Accessible City* was prepared by the Canterbury Earthquake Recovery Authority (CERA) in partnership with the Christchurch City Council, Environment Canterbury (ECan) and the NZ Transport Agency.

Changes to the transport network and streetscape are outlined in the transport chapter which was gazetted by the Government in October 2013 following consultation with the community in late 2012 and early 2013. Based on the changes directed by the Minister for Canterbury Earthquake Recovery shown in *An Accessible City*, concept plans have been developed showing that:

- Tuam Street will become a one-way street heading east towards Fitzgerald Avenue;
- Oxford Terrace will be closed to city-bound vehicles at Hospital Corner;

- Lichfield Street will become two-way from Durham Street to Manchester Street;
- St Asaph Street will be one-way, including the Antigua Street to Hagley Avenue section;
- The Central City will have a 30 km/h speed zone that will include Tuam Street. Engagement on the restricted speed zone will occur at a later date.

The key changes to the traffic network, such as conversion of some streets to one-way and some streets to two-way outlined in *An Accessible City*, didn't provide the community with detail about what the street layout will actually look like.

This is why the Council invites your feedback on the details of traffic project designs that have been developed for Hagley / Moorhouse Corner and Hospital Corner.

Under the CER Act the Council must not make decisions on annual plans and long term plans that are inconsistent with the Act. This does not change the Council's decision-making requirements for road changes under the Local Government Act 2002 or exercising its powers under the Council's Traffic and Parking Bylaw 2008.

As the Road Controlling Authority, the Council must make decisions on specific on-road changes, including car park restrictions, at and around

Hagley / Moorhouse Corner and Hospital Corner. The Council would, therefore, like to know the views of residents, local businesses and other users when considering these changes.

For more information on the Christchurch Central Recovery Plan and *An Accessible City* visit www.ccd.govt.nz/the-plan

Context

Access to the heart of any large city is challenging. Unlike most cities, Christchurch is in the unique position of being able to redevelop its Central City and take a fresh look at how its transport system can meet the challenge of creating a compact, pedestrian-friendly core.

The vision of *An Accessible City* is:

- To enhance the social, environmental and economic prosperity of the Central City by sharing the streets and spaces differently.
- To create the conditions for a more pedestrian-friendly core.
- To provide improved and well-connected walking, cycling and public transport facilities and routes.
- To create lower speed zones and reduced speed limits on a number of key streets.
- To redirect traffic without a Central City destination along the surrounding avenues.



Transport changes outlined in *An Accessible City* will contribute to a thriving Central City.

How An Accessible City was developed



From *An Accessible City* a number of First Phase transport projects have been identified. These form part of the Crown / Christchurch City Council / NZ Transport Agency \$72 million cost-sharing agreement to deliver the Christchurch Central Recovery Plan.

A number of transport changes to the Central City need to happen to bring *An Accessible City* to life. We are looking forward to talking with you about these projects.

For more information about how *An Accessible City* was developed and community input, go to **page 36**.

This is what is happening NOW

A number of transport changes to the Central City need to happen to bring *An Accessible City* to life. You are invited to have your say on the details of each of these projects.

An Accessible City

An Accessible City – transport projects: proposed changes

The First Phase transport projects, have been prioritised to align with the delivery of the key anchor projects – Te Papa Ōtākaro / Avon River Precinct, Health Precinct, East Frame, South Frame and the Bus Interchange, which is planned to open in April 2015.

The remaining projects will be implemented as required and when further funding has been identified.

The projects tabled below support the city’s anchor projects. The first two projects in the table are being consulted on now:

An Accessible City Projects – First Phase	Supports anchor project	Anticipated engagement
Hagley / Moorhouse Corner, also includes changes on Moorhouse Avenue, Lincoln Road, Grove Road and Selwyn Street <i>See page 10</i>	Metro Sport Facility Health Precinct Te Papa Ōtākaro / Avon River Precinct	15 August – 8 September 2014
Hospital Corner, Stage 1 early works, includes changes to Oxford Terrace (no longer a general traffic route into the Central City) Tuam Street (Two-way to one-way Hagley Avenue to Durham Street) including a bus ‘super stop’ near Christchurch Hospital <i>See page 20</i>	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	15 August – 8 September 2014
Tuam Street conversion from two-way to one-way (Durham to Barbadoes streets)	Te Papa Ōtākaro / Avon River Precinct Bus Interchange Health Precinct	September 2014
Lichfield Street conversion from one-way to two-way (Manchester Street to Oxford Terrace)	Bus Interchange Retail Precinct	September 2014
Colombo Street (Hereford to St Asaph streets) Street improvements to provide a pedestrian and cyclist focus	Bus Interchange Retail Precinct	September 2014
Manchester Street improvements to provide bus priority and a ‘super stop’ on Manchester Street	Bus Interchange East Frame Te Papa Ōtākaro / Avon River Precinct	October 2014
Cambridge Terrace and Durham Street improvements to incorporate the street environment into the Te Papa Ōtākaro / Avon River Precinct and provide a seamless transition between the two spaces	Retail Precinct Convention Centre Precinct Te Papa Ōtākaro / Avon River Precinct	October 2014
Slow core zone – maximum speed limit in Central City 30 km/h	All Central City anchor projects	Early 2015
Hospital Corner Stage 2 completion works include a bus ‘super stop’ near the hospital, separated bicycle facility and planting	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	Early 2015

- 15 August – 8 September 2014
- 15 August – 8 September 2014
- Future engagement

Central City road use hierarchy and anchor projects

An Accessible City sets the direction and intent of the transport projects for the Central City. The new road classification, transport (speed) zones and road use hierarchy provide the framework for how the streets will be designed and operated.

- 1

Te Papa Ōtākaro / Avon River Precinct
- 2

Retail Precinct
- 3

Convention Centre
- 4

Health Precinct
- 5

Justice and Emergency Precinct
- 6

Performing Arts Precinct
- 7

Central Library
- 8

Metro Sports Facility
- 9

Town Hall

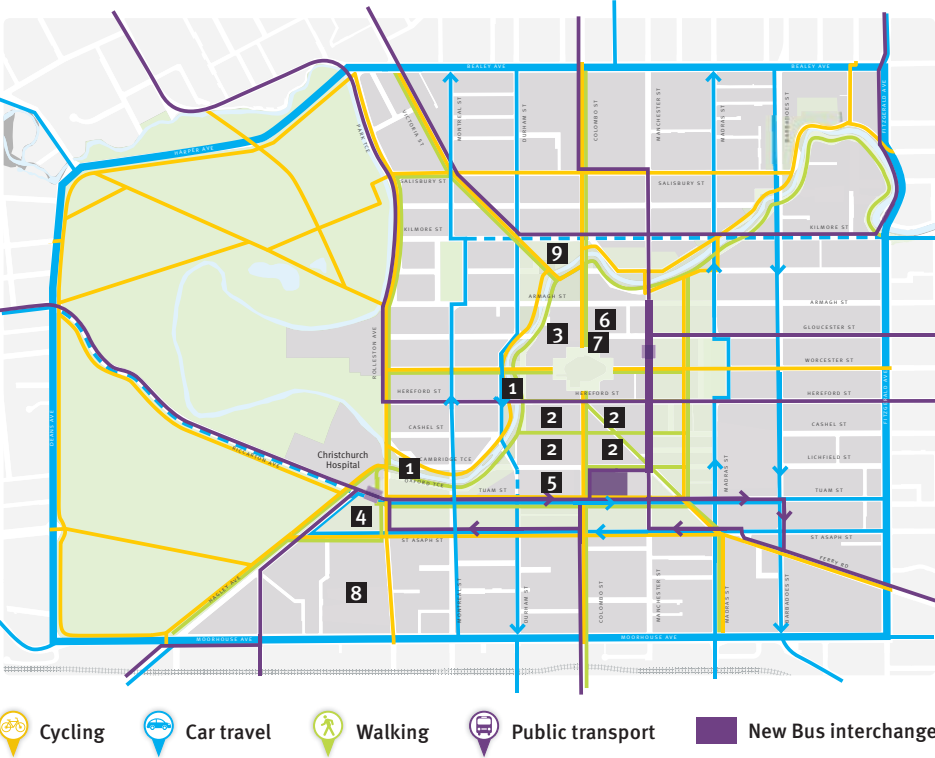


Diagram shows prioritised routes for different travel modes.
Source: Christchurch Central Recovery Plan – An Accessible City page 4.

What we are seeking your views on now

The Council wants your feedback on proposed transport network changes at and around:

- Hagley / Moorhouse Corner
- Hospital Corner

This booklet includes the key features, detailed plans and response forms for both project areas.

In the **Hagley / Moorhouse Corner** proposal, vehicles will no longer be able to travel along Hagley Avenue from Lincoln Road and Moorhouse Avenue into the Central City. They will be redirected along Moorhouse Avenue to Montreal Street and Selwyn Street north. This is to encourage greater use of the Avenues to reduce unnecessary traffic movements through the Central City and to reduce traffic pressures through the busy Hospital Corner. For more details about this project go to page 10.

As part of the **Hospital Corner** project Oxford Terrace will no longer be the through road heading east to the Central City. However, vehicles will still be able to travel east along Oxford Terrace to Antigua Street for hospital and business access only. There will also be service vehicle access to businesses on Oxford Terrace in a westbound direction from Montreal Street.

An Accessible City shows that Tuam Street will become a one-way street from the Hospital Corner intersection to Fitzgerald Avenue. This early stage of the project changes Tuam Street to one-way between Hagley Avenue and Durham Street. On-road proposals about future extensions will be consulted on separately at a later date. For more detail about the Hospital Corner project go to page 20.



Hagley / Moorhouse Corner and Hospital Corner project areas.

Have your say

Although the proposed transport changes are included in the Recovery Plan and the gazetted *An Accessible City*, the Council, as the Road Controlling Authority, must make decisions on Hagley / Moorhouse Corner and Hospital Corner changes in accordance with the Local Government Act 2002 and the Council's Traffic and Parking Bylaw 2008.

As part of that process, the Council would like to know the views of residents and road users when considering these changes. All feedback will be considered before detailed plans are submitted for Council approval.

Along with your comments, elected members must also consider the intentions of the Recovery Plan, wider transport network requirements, safety, anchor project location, transport needs, anticipated traffic flows and technical advice when making their decision. The Council cannot make decisions on annual plans and long term plans under the Local Government Act that are inconsistent with the Recovery Plan and its gazetted *An Accessible City* transport chapter.

Before the Council makes its decision, we will inform submitters of the community feedback and update you on the next phase of the projects.

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Feedback and comments are being sought during the consultation period from 15 August – 8 September 2014.

How to give us your feedback
Response forms are included in this booklet after each transport project. However, you can provide your feedback in a number of ways:

By using the online response form at: www.ccc.govt.nz/haveyoursay

By emailing your feedback and any attachments to: AACtransportprojects@ccc.govt.nz
(Please make sure your full name and address is included with your submission)

By mail, post to (no stamp required):
Freepost 178
AAC Transport Projects
Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

By hand delivery to:
- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions as shown below

Please make sure your response arrives with the Council before consultation closes at 5pm, Monday 8 September 2014.

Drop-in sessions

Saturday 16 August 2014, 11am–3pm
Saturday 23 August 2014, 11am–3pm
Future Christchurch Showcase, Re:Start Mall near the Bridge of Remembrance

Monday 18 August 2014, 10am–4pm
Rolleston Foyer, University of Otago
Christchurch School of Medicine, corner of Oxford Terrace and Riccarton Avenue

Tuesday 19 August 2014, 2–6pm
Wednesday 27 August 2014, 2–6pm
Hagley College cafeteria annex room, corner Hagley Avenue and St Asaph Street

Wednesday 20 August 2014, 4.30–6pm
Addington Coffee Co-op, 297 Lincoln Road

Wednesday 3 September 2014, 11am–3pm
BNZ Lounge, EPIC, 96 Manchester Street

Hagley / Moorhouse Corner and surrounding streets

Overview

The Hagley / Moorhouse project will:

- Convert the intersection of Hagley Avenue, Lincoln Road, Moorhouse Avenue and Grove Road to a signalised “T” intersection to support the Five Avenues (Moorhouse, Fitzgerald, Bealey, Harper and Deans) ring-road concept.
- Reduce traffic pressure on Hagley Avenue to and from Hospital Corner by redirecting vehicles from Lincoln Road and Moorhouse Avenue to Selwyn Street and Montreal Street.
- Change Hagley Avenue to a southbound one-way street between Selwyn Street and Moorhouse Avenue.
- Provide 23 additional car parking spaces near the netball courts on Hagley Avenue between Moorhouse Avenue and Selwyn Street. The new parking layout includes 70 angle parks and seven P10 spaces.
- Overall, there will be a net loss of 14 car parking spaces in the Hagley / Moorhouse project area.
- Widen the path in Hagley Park to allow for a four metre wide shared pathway parallel to Hagley Avenue.
- Provide improved bus, cycling and pedestrian connections between the Central City and southern suburbs.



Lincoln Road approach to the Hagley / Moorhouse Corner.

- A new signalised cycle crossing between Grove Road and Hagley Park.
- Provide a new protected right-turn from Moorhouse Avenue west to Lincoln Road.

These are the proposed changes at each intersection and street within the project area:

Hagley Avenue / Moorhouse Avenue / Lincoln Road intersection – see sheet 2

Lincoln Road

- The intersection of Lincoln Road and Moorhouse Avenue becomes a “T” intersection. Motor vehicles travelling along Lincoln Road towards the Central City can only turn left or right onto Moorhouse Avenue at this location.
- Lincoln Road will have two right-turn lanes, and one left-turn lane plus a cycle lane onto Moorhouse Avenue.
- Lincoln Road will retain its current one lane heading south (towards Addington).
- One bus stop will be removed on the south side of Lincoln Road.

Moorhouse Avenue

- Vehicles travelling east on Moorhouse Avenue (towards Colombo Street) can no longer turn left onto Hagley Avenue. Instead, there will be two lanes going straight ahead and one right-turning lane going into Lincoln Road.
- Vehicles travelling west on Moorhouse Avenue (towards Blenheim Road) will have two straight-ahead lanes and one left-turn lane onto Grove Road or Lincoln Road.
- There will be cycle lanes on both sides of Moorhouse Avenue.
- Provide a new protected right-turn from Moorhouse Avenue west to Lincoln Road.

Sally, who lives in Halswell, is already planning her new route to work in the Central City. Instead of heading down Hagley Avenue from Lincoln Road she will turn right into Moorhouse Avenue and then left into Montreal Street.



Grove Road

- There will be a left turn onto Grove Road from Moorhouse Avenue. This will be a one-way single lane, and you will not be able to enter Moorhouse Avenue from Grove Road.
- A bus stop will be removed on the south side.
- A new signalised cycle crossing between Grove Road and Hagley Park.

Moorhouse Avenue / Selwyn Street intersection – see sheet 3

Moorhouse Avenue

- Vehicles travelling east on Moorhouse Avenue (towards Colombo Street) will have three lanes going straight ahead, a right-turn lane and a left-turn lane.
- Vehicles travelling west on Moorhouse Avenue (towards Blenheim Road) will have two lanes going straight ahead, a right-turn lane, and a combined straight-ahead and left-turn lane.
- There will be cycle lanes on both sides of Moorhouse Avenue.

Selwyn Street (south of Moorhouse Avenue)

- In this section of Selwyn Street there will be a combined straight-ahead / left-turn lane and a right-turn lane onto Moorhouse Avenue.
- There will also be one southbound lane (towards Brougham Street).
- Cycle lanes will be located on both sides of Selwyn Street.

Selwyn Street (north of Moorhouse Avenue)

- In this section of Selwyn Street there will be one combined straight-ahead and left-turn lane, and a right-turn lane onto Moorhouse Avenue.
- There will also be one northbound lane (towards Hagley Park).
- Cycle lanes will be located on both sides of Selwyn Street.

* The avenue of trees will be unaffected by the path widening.

Selwyn Street / Hagley Avenue intersection – see sheet 4

Selwyn Street

- In this section of Selwyn Street there will be one northbound lane (towards Hagley Park) and one southbound lane (towards Moorhouse Avenue).
- Cycle lanes will be located on both sides of Selwyn Street.

Hagley Avenue

- Hagley Avenue becomes one-way (towards Addington) between Selwyn Street and Moorhouse Avenue.
- Angle parking near the netball courts will create 28 additional all-day car parking spaces, but eight P5 spaces will be removed. Seven P10 car parking spaces will be located on the south side, while two all-day and two P5 spaces will be removed.
- The existing path in Hagley Park (between Moorhouse Avenue and Hospital Corner) will be widened to a four metre wide shared pedestrian/cycle path, with a signalised pedestrian/cycle crossing at Moorhouse Avenue leading to Grove Road or Lincoln Road.

Hagley Avenue / Moorhouse Avenue intersection – see sheet 2

Hagley Avenue

- At this intersection there will be a left-turn only out of Hagley Avenue onto Moorhouse Avenue.
- Signalised pedestrian/cycle crossing will be installed at Moorhouse Avenue leading onto Grove Road or Lincoln Road.

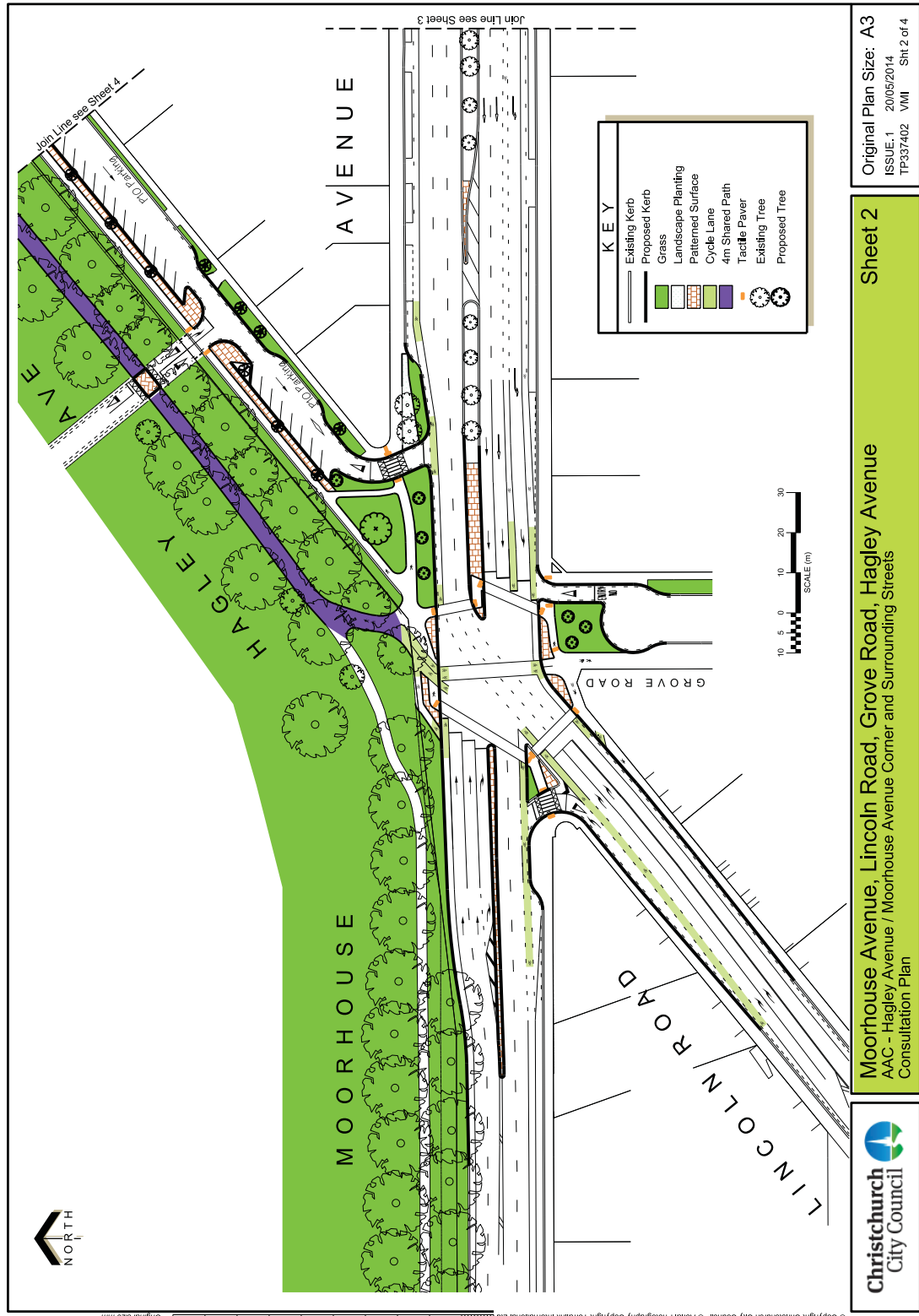
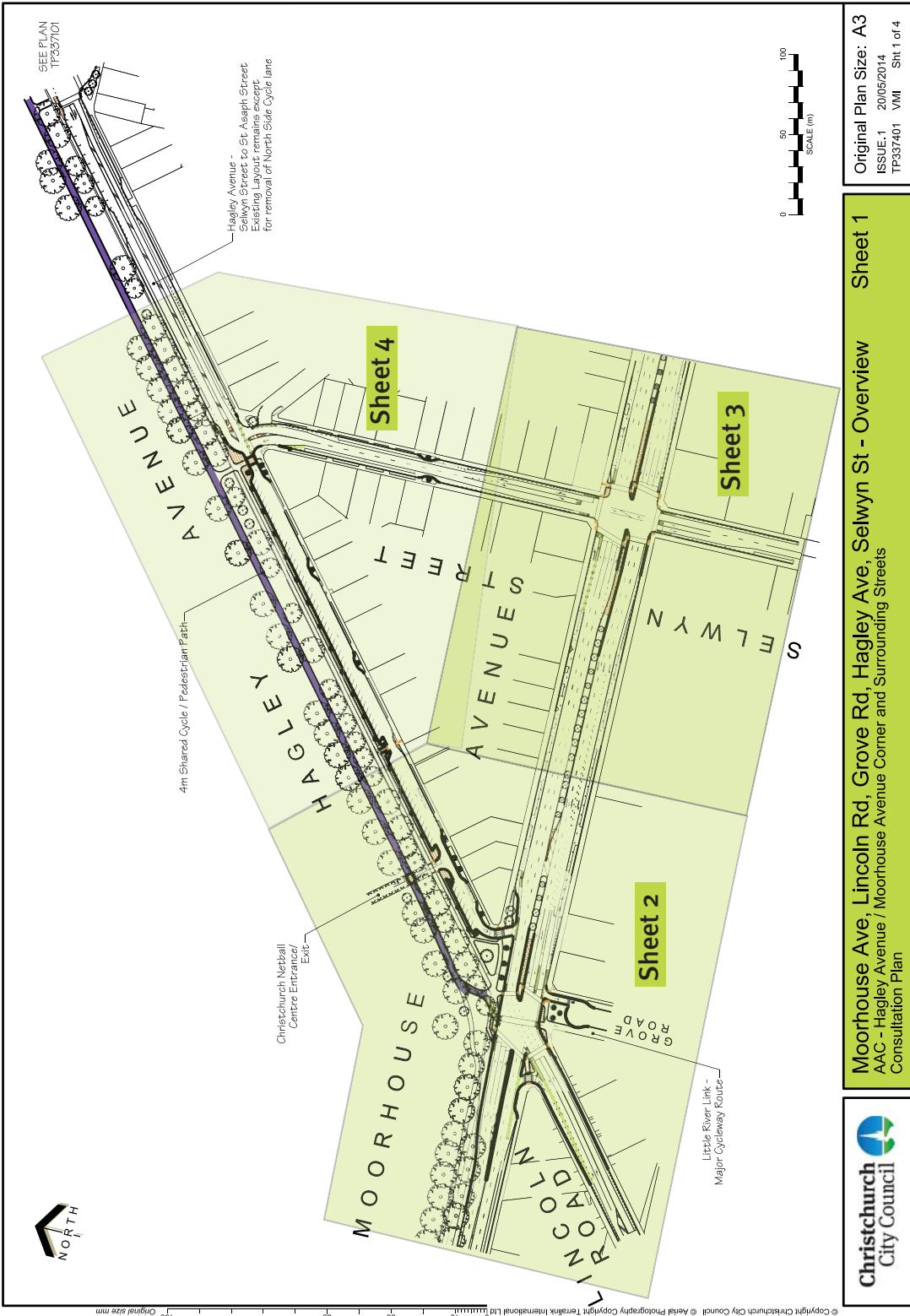


Seventy proposed angle parks will increase the number of car parks near the netball courts in Hagley Avenue.

*Scott, who cycles to work at Christchurch Hospital, is keen to use the Hagley Park shared path, which will be widened to four metres. There will be plenty of room for pedestrians and cyclists though the avenue of trees.**



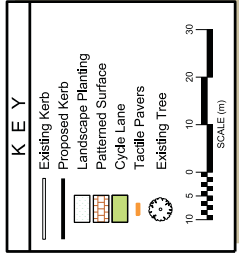
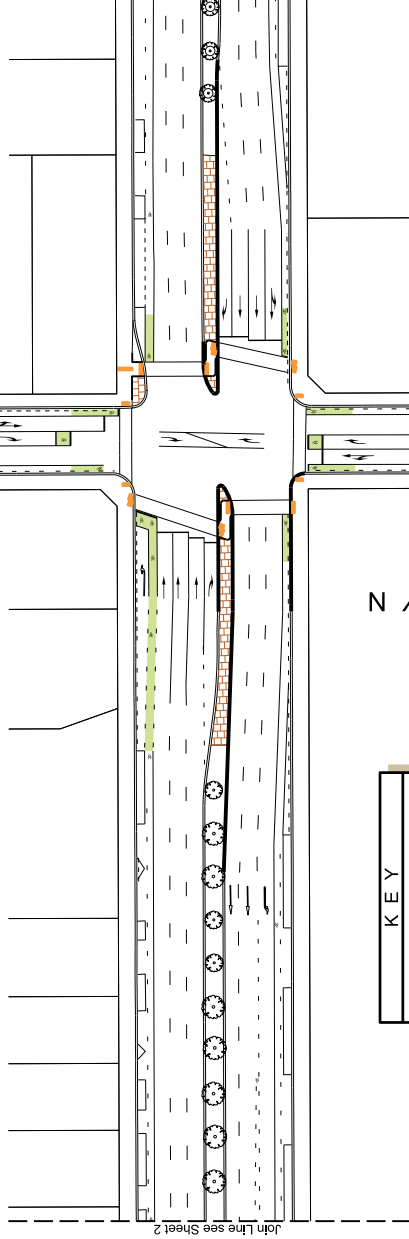
Cyclists will be able to travel to and from the Central City along the existing shared pedestrian and cycle path which is widened to four metres in the proposed plans. The avenue of trees will not be affected by the path widening.





MOORHOUSE

AVENUE



Moorhouse Avenue, Selwyn Street

AAC - Hagley Avenue / Moorhouse Avenue Corner and Surrounding Streets
Consultation Plan

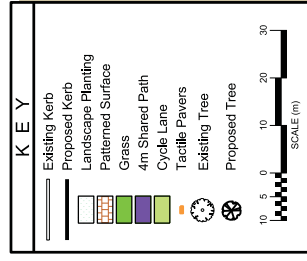
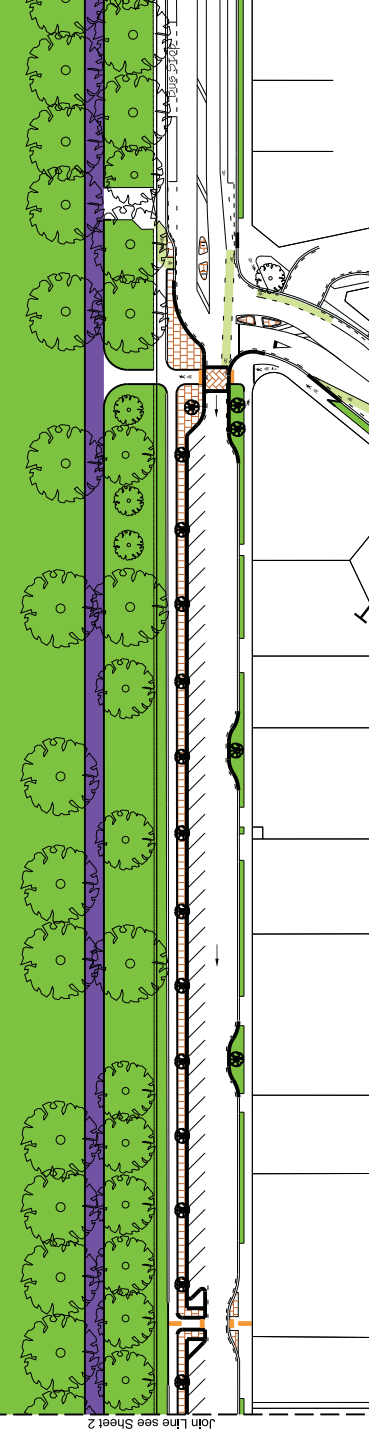
Sheet 3

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ISSUE: 1 20/05/2014
TP337403 VMI Sht 3 of 4



HAGLEY

AVENUE



Hagley Avenue, Selwyn Street

AAC - Hagley Avenue / Moorhouse Avenue Corner and Surrounding Streets
Consultation Plan

Sheet 4

Original Plan Size: A3
ISSUE: 1 20/05/2014
TP337404 VMI Sht 4 of 4

1

Hospital Corner, including Oxford Terrace and Tuam Street Stage 1 early works

Overview

Proposed changes at Hospital Corner are linked to the changes at Hagley / Moorhouse Avenue intersection. This work also supports the Te Papa Ōtākaro / Avon River Precinct, changes within the Health Precinct including the hospital redevelopment, and the opening of the Bus Interchange in April 2015.

The direction of traffic flow on Tuam Street, Lichfield Street and St Asaph Street is shown in *An Accessible City*. Tuam Street and the connecting streets are also included in the Central City maximum 30 km/h speed zone in the gazetted transport chapter of the Recovery Plan. Engagement on the restricted speed zone will occur at a later date.

Oxford Terrace will no longer be a primary one-way route into the Central City. This section of Oxford Terrace between Hospital Corner and Antigua Street will be restricted to hospital and business vehicles, taxis, cyclists and pedestrians. The final road layout for Oxford Terrace will be determined as part of the Te Papa Ōtākaro / Avon River Precinct Project.

Tuam Street will be converted from two-way to one-way between Hospital Corner and Durham Street to provide access to the new Bus Interchange, which is scheduled to open in April 2015.

A bus 'super stop' will be constructed on Tuam Street between Hospital Corner and Antigua Street as part of Stage 2 completion works, with bus travel in both directions. An indicative layout is shown on page 21 opposite.

St Asaph Street will be extended as a one-way street all the way to Hagley Park. Hagley Avenue will have two lanes heading north (towards Hospital Corner) between St Asaph Street and Riccarton Avenue. Southbound traffic will use

Hagley Avenue, which will remain two-way between Hospital Corner and Selwyn Street.

Access to the hospital will continue to be via Riccarton Avenue, with exits onto Riccarton Avenue and Antigua Street. Some changes to traffic circulation within the hospital campus are being planned as part of the redevelopment project.

Some on-street parking spaces will need to be removed to allow for the development of the Te Papa Ōtākaro / Avon River Precinct on Oxford Terrace and to accommodate general traffic, buses, cyclists and pedestrians within the existing 20 metre road width. Overall there will be a net loss of 51 car parking spaces in the Hospital Corner project area during the Stage 1 early works.

To off-set the reduction of on-street car parks, a short-term off-street car park (up to 800 spaces) has been established on the old "Brewery" site on the corner of St Asaph and Antigua streets. New off-street parking is being planned by the Canterbury District Health Board, and also as part of the Metro Sports Facility project.

Please note: More enhancements are proposed as part of Stage 2 completion works coming later. These changes are likely to include separated cycle facilities, street enhancements, street trees and changes to existing on-street parking, along with details of the new bus 'super stop'.



Hagley Avenue approach to Hospital Corner.

These are the proposed changes at each intersection and street within the project area

Hospital Corner intersection – see sheet 2

Riccarton Avenue

- From Riccarton Avenue there will be two straight-ahead lanes onto Tuam Street and a right-turn lane onto Hagley Avenue.
- A left-turn lane onto Oxford Terrace and to accommodate general traffic, buses, cyclists and pedestrians within the existing 20 metre road width. Overall there will be a net loss of 51 car parking spaces in the Hospital Corner project area during the Stage 1 early works.
- There will also be two northbound lanes (heading towards Riccarton).

Hagley Avenue (St Asaph Street to Hospital Corner)

- From Hagley Avenue there will be two northbound lanes (heading towards Hospital Corner) between St Asaph Street and Hospital Corner.
- One right-turn lane will lead onto Tuam Street.
- There will also be one southbound lane and a cycle lane (heading towards Moorhouse Avenue).
- The existing path in Hagley Park (between Moorhouse Avenue and Hospital Corner) will be widened to a four metre wide shared pedestrian/cycle path.
- A bus stop will be removed on the north side of Hagley Avenue.

Tuam Street – see sheets 2, 3, 4 and 5

Tuam Street will change from two-way to one-way heading into the city from Hospital Corner. Stage 1 early works take the conversion as far as Durham Street. This will replace the existing Oxford Terrace route, which will be redeveloped as part of the Te Papa Ōtākaro / Avon River Precinct.

Tuam Street (Hospital Corner – Antigua Street) – see sheets 2 and 3

- Tuam Street will be one-way heading east into the Central City.
- There will be one straight-ahead lane and one combined straight-ahead / right-turn lane onto Antigua Street.
- Buses heading north-west towards Riccarton Avenue will use a physically separated bus lane.
- A bus 'super stop' will be established (replacing the existing bus stop outside the hospital on Oxford Terrace) for the inbound (to Central City) route.
- The bus 'super stop', and some further on-street enhancements, are part of Stage 2 completion works which may alter on-street parking further. See the indicative layout below.

Tuam Street (Antigua Street – Montreal Street)* – see sheets 3 and 4

- Tuam Street will be one-way heading east into the Central City.
- As you approach the Montreal Street intersection, there will be two straight-ahead lanes with an additional left-turn lane.
- A cycle lane will be located on the left side of road.

Tuam Street (Montreal Street – Durham Street) – see sheets 4 and 5

- On this section of Tuam Street there will be two straight-ahead lanes with an additional right-turn lane as you approach the Durham Street intersection.
- A cycle lane will be located on the left side of road.
- A bus stop will be removed near the Tuam Street intersection with Durham Street.



St Asaph Street will become one-way from Antigua Street to Hagley Avenue.

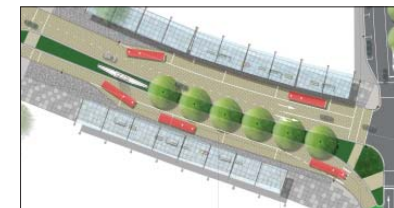
Tuam Street (Durham Street – Colombo Street)** – see sheet 5

- On this section of Tuam Street two-way traffic flow resumes for the time being.
- There will be a left-turn lane onto Durham Street.
- The two eastbound lanes (towards Colombo Street) merge into one.
- Cycle lanes will be on both sides of the road.

*** Please note: Future work projects will continue the one-way to Madras Street. Plans showing these changes will be available in the future.*



Oxford Terrace between Hospital Corner and Antigua Street will be closed to general traffic as a result of the proposed changes.



Indicative layout of the 'super stop' on Tuam Street.



Vehicles leaving Christchurch Hospital will still be able to cross Oxford Terrace to Antigua Street.

* Please note: More enhancements are proposed as part of Stage 2 completion works coming soon. These changes are likely to include separated cycle facilities, street enhancements, street trees, a bus 'super stop' and changes to existing on-street parking.

Oxford Terrace – see sheets 2, 3 and 4

Oxford Terrace will no longer be a primary route into the Central City. It will be redeveloped to form part of the Te Papa Ōtākaro / Avon River Precinct Project. The final road layout will be determined as part of that project and the adjacent Health Precinct works.

Oxford Terrace (Hospital Corner – Antigua Street)* – see sheets 2 and 3

- This section of Oxford Terrace between Hospital Corner and Antigua Street will be restricted to hospital and business vehicles, taxis, cyclists and pedestrians. The final layout will be part of the Te Papa Ōtākaro / Avon River Precinct works and the new Health Precinct.
- The existing bus stop outside the hospital will be relocated to Tuam Street (between Hospital Corner and Antigua Street).

Oxford Terrace (Antigua Street – Montreal Street) – see sheets 3 and 4

- The final road layout for this section of Oxford Terrace will be determined by the Te Papa Ōtākaro / Avon River Precinct Project.
- The existing exit from Christchurch Hospital onto Antigua Street will remain.
- An interim temporary traffic management system will be in place to maintain access to properties and businesses in this section of Oxford Terrace.
- The direction of travel will reverse for this section of Oxford Terrace. Entry will be off Montreal Street and exit via Antigua Street.
- Vehicles using Oxford Terrace between Montreal Street and Antigua Street will exit via Antigua Street.

Marama is looking forward to taking her young daughter to Te Papa Ōtākaro to enjoy the more peaceful river setting once traffic heading into the Central City is diverted away from Oxford Terrace to Tuam Street.



Oxford Terrace to be redeveloped by CERA as part of the Te Papa Ōtākaro / Avon River Precinct.

* Please note: More enhancements are proposed as part of Stage 2 completion works coming soon. These changes are likely to include separated cycle facilities, street enhancements, street trees and changes to existing on-street parking.



Antigua Street – see sheets 2 and 3

Antigua Street (Oxford Terrace – Tuam Street)* – see sheets 2 and 3

- The existing exit from Christchurch Hospital onto Antigua Street will remain, but there will be no access to Oxford Terrace.
- There will be a single straight ahead and left-turn cycle lane approaching the intersection from Oxford Terrace.
- Cycles will be able to travel north and over the cycle/pedestrian bridge adjacent to the Antigua Boatsheds. The bridge is due to re-open October 2014.

Antigua Street (Tuam Street – St Asaph Street)* – see sheet 3

- On Antigua Street heading north (towards Tuam Street) there will be a single lane widening out to a separated bus lane, cycle lane and a combined straight-ahead / right-turn lane approaching the Tuam Street intersection.
- The left turn onto Tuam Street will be for buses only. Buses will turn into a physically separated bus lane as this section of Tuam Street, which otherwise is one-way in the opposite direction.
- There will be a single lane heading south (towards St Asaph Street) widening out to a straight-ahead lane heading south (towards Moorhouse Avenue) and a right-turn lane onto St Asaph Street.
- Cycle lanes will be on both sides of the road.

* Please note: More enhancements are proposed as part of Stage 2 completion works coming soon. These changes are likely to include separated cycle facilities, street enhancements, street trees and changes to existing on-street parking.

Antigua Street (St Asaph Street – Moorhouse Avenue)* – see sheet 3

- On Antigua Street there will be a single lane heading south (towards Moorhouse Avenue).
- There will also be a single lane heading north (towards St Asaph Street) widening out to one straight-ahead and one left-turn lane approaching the St Asaph Street intersection.
- Cycle lanes will be on both sides of the road.

Farah thinks her regular trip to and from work will be a breeze if the bus can head along Riccarton Avenue then straight down Tuam Street to the Bus Interchange. On the way home her bus will travel along St Asaph Street and Antigua Street to the 'super stop' on Tuam Street then head towards Riccarton.

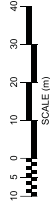
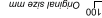


St Asaph Street (Antigua Street – Hagley Avenue) – see sheets 2 and 3

- The existing one-way system on St Asaph Street will be extended to Hagley Avenue. (This section of St Asaph Street is currently two-way.)
- There will be a cycle lane on the left (south side) of St Asaph Street.
- Two lanes will widen into two right-turn and one left-turn lane as you approach the Hagley Avenue intersection.
- The exit from Stewart Street onto St Asaph Street will be a left-turn only.

Sam, a student at Hagley College, is planning a straightforward trip home by driving along Hagley Avenue, turning right onto Tuam Street then left onto Montreal Street on his way to Papanui.





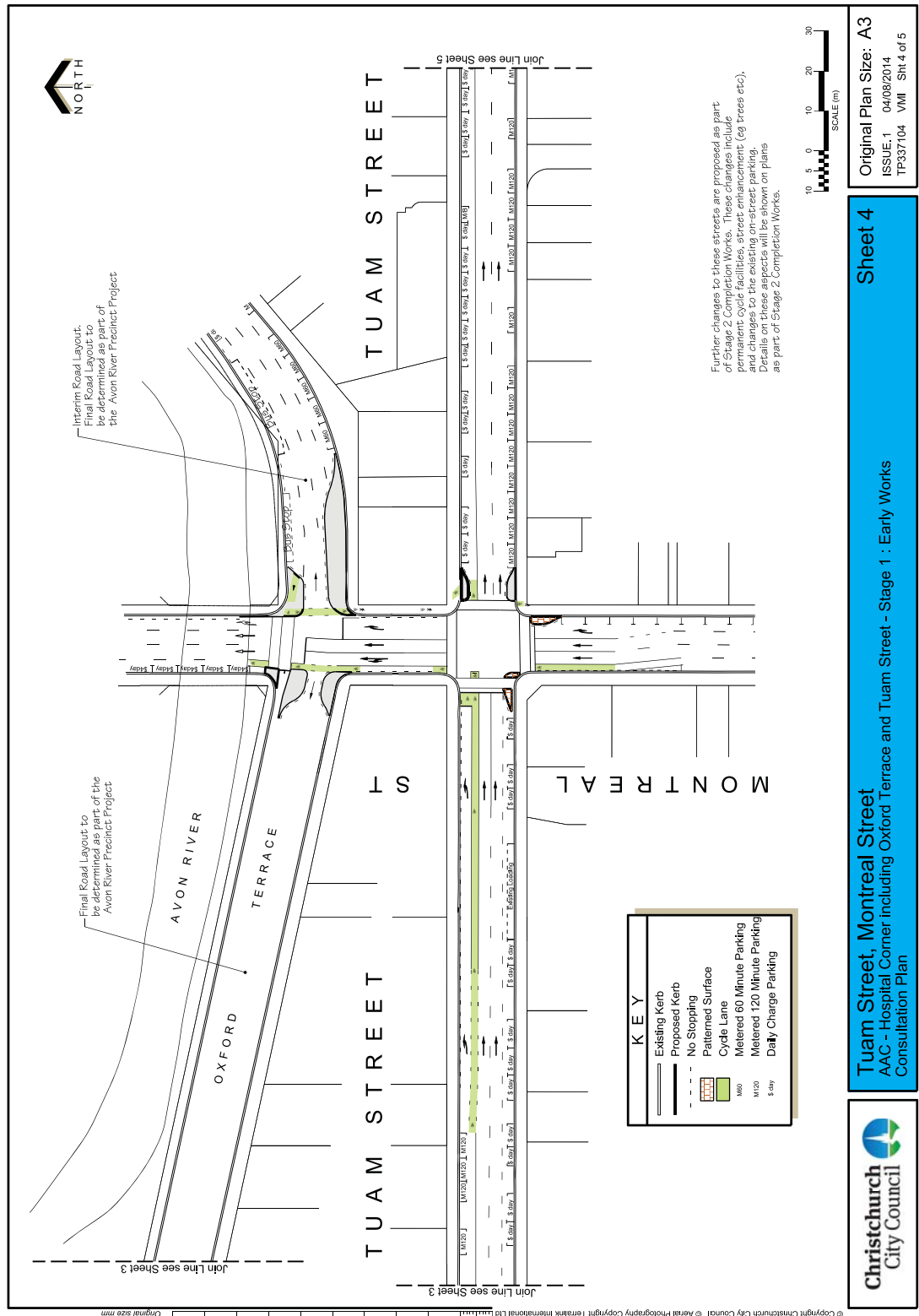
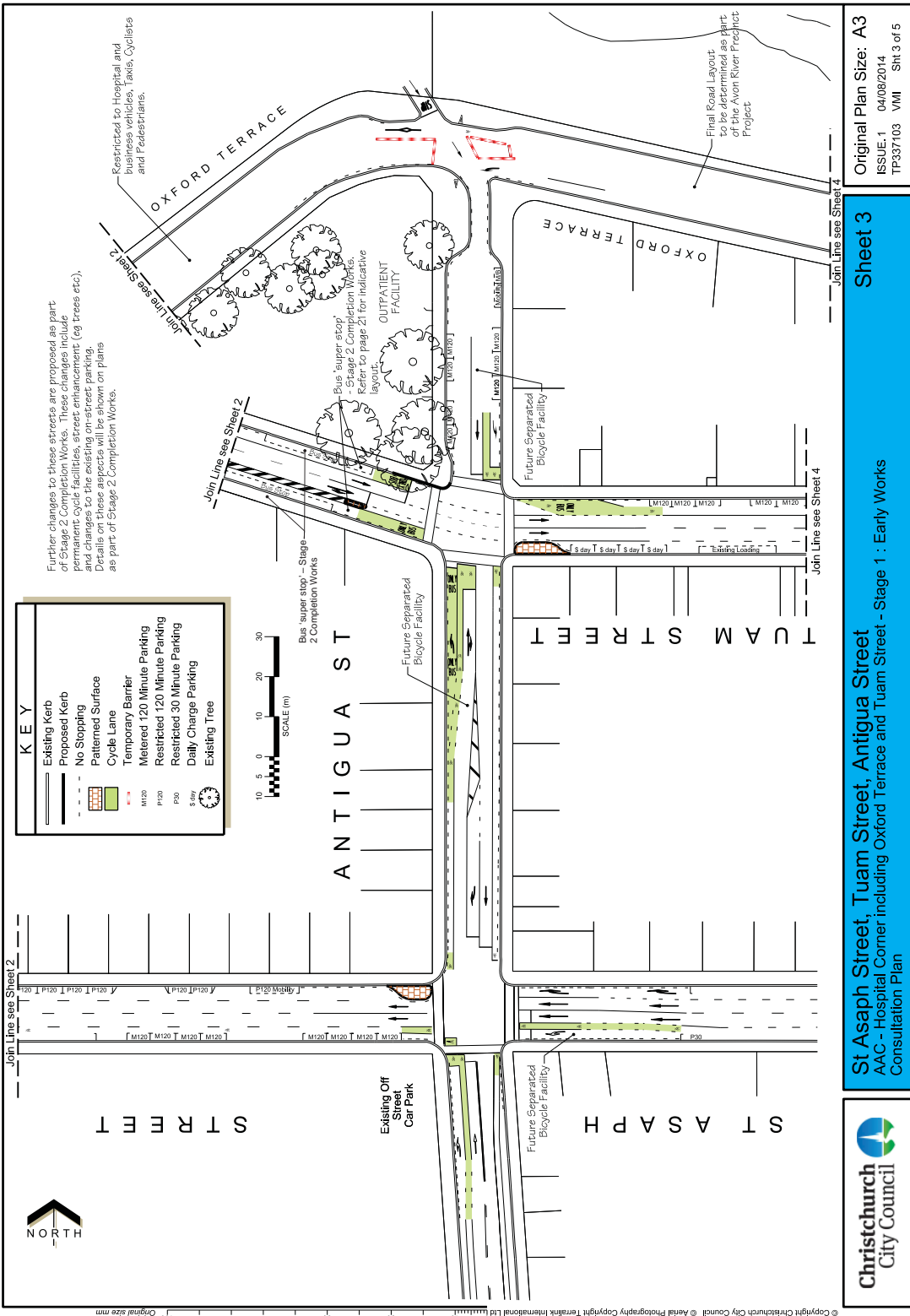
Christchurch
City Council

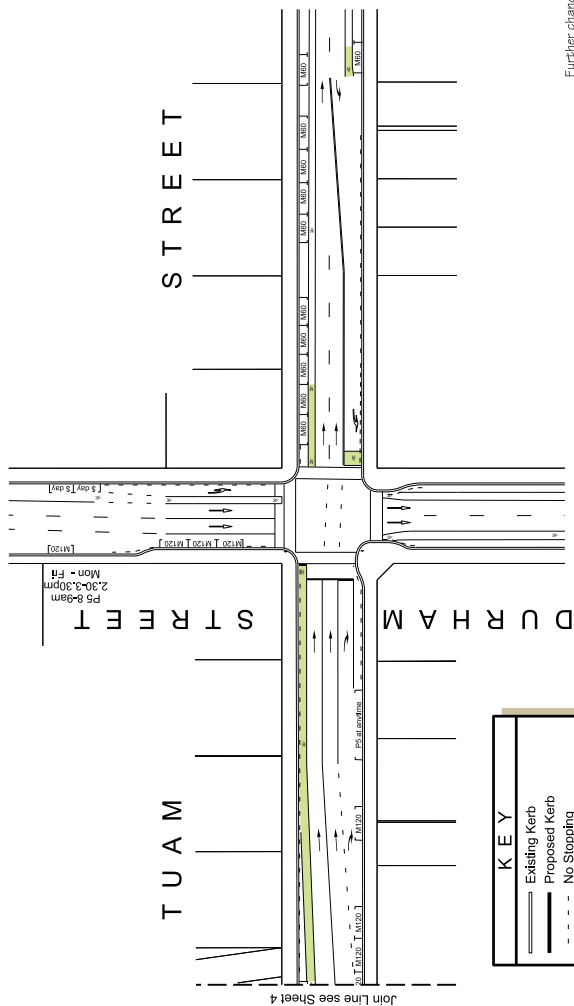
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ISSUE.1 04/08/2014
TP337101 VMI Sht 1 of 5



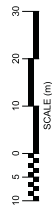
Christchurch
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Original Plan Size: A3
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Further changes to these streets are proposed as part of Stage 2 Completion Works. These changes include permanent cycle facilities, street enhancement (eg trees etc), and changes to the existing on-street parking. Details on these aspects will be shown on plans as part of Stage 2 Completion Works.



Sheet 5

Tuam Street, Durham Street South
AAC - Hospital Corner including Oxford Terrace and Tuam Street - Stage 1 : Early Works



Original Plan Size: A3
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Response form

have your say

www.ccc.govt.nz/haveyoursay

Hospital Corner, including Oxford Terrace and Tuam Street Stage 1 early works – response form

Christchurch City Council is seeking your feedback on the transport project for Hospital Corner, including Oxford Terrace and Tuam Street Stage 1 early works, and would like to hear from you.

Feedback and comments are being sought during the consultation period from **15 August – 8 September 2014.**

How to give us your feedback

A response form is provided here. However, you can provide your feedback in a number of ways:

By using the online response form at:
www.ccc.govt.nz/haveyoursay

By emailing your feedback and any attachments to:
AACtransportprojects@ccc.govt.nz
(Please make sure your full name and address is included with your submission)

By mail, post to (no stamp required):

Freeport 178
AAC Transport Projects
Capital Investigations
Christchurch City Council
PO Box 73011
Christchurch 8154

By hand delivery to:

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions as shown on reverse

Please provide your feedback and comments on **Hospital Corner, including Oxford Terrace and Tuam Street Stage 1 early works** below (*and use additional paper if required*):

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings on the paper.

Thank you for taking the time to respond. Please include your contact details over the page.



Christchurch
City Council

Frequently asked questions

What does an “accessible” city mean?

“Accessible” means it will be easier for people to get to, and move around in, the Central City whether by bus, motor vehicle, cycle or on foot. Journeys will be more enjoyable and there will be less congestion. It also means that the new Central City will be easier to access for people who have mobility challenges.

What are the Council and CERA trying to achieve with transport projects?

The Council and CERA are working together on transport projects that look at changes to traffic flow (by bus, motor vehicle, cycle or on foot) in the Central City as outlined in the Christchurch Central Recovery Plan’s transport chapter – *An Accessible City*. This was published by CERA in October 2013 following consultation in late 2012 and early 2013. People initially shared their ideas and viewpoints about transport in the Central City through the Council’s 2011 ‘Share an Idea’ campaign.

An Accessible City sets the direction and intent of the transport projects to meet the needs of people and businesses. The new road classification, transport (speed) zones and road user hierarchy provides the framework for how the streets will be designed and operated.

All of the individual transport projects that make up *An Accessible City* are dependent on each other to function as an integrated whole. Their implementation also underpins the Recovery Plan – delivering a transport network that enables all of the anchor projects and the new developments across the city to function and be easily accessed.

The introduction of new anchor project developments means that the way people will travel to the Central City in the future will be different from how they travelled prior to the earthquakes. Safety and pedestrian-friendly environments are very important principles in the design considerations for transport projects, together with improved options for people to cycle or use public transport.

There will be trade-offs that need to be made in designing the projects that make up *An Accessible City*, and given the limited road space (most roads are only 20 metres wide), there is a need to prioritise what modes of travel each street might mainly, but not exclusively, be designed to accommodate. Some streets, in the very heart of the city will be slow and, therefore, great for walking and cycling. Other streets further out will need to function as efficient general traffic streets to enable people to easily get to the anchor projects and parking buildings.

The aim of the CERA and the Council is to provide a transport system to meet the needs across the whole network. This means looking at a big picture view of transport for the whole city and how the various transport projects relate to each other.

Why is the Council proposing to make changes to the roading network?

The anchor projects and the Recovery Plan will change how traffic moves in the Central City. *An Accessible City* sets out proposed transport changes to help the future city centre flow more effectively.

It is challenging to imagine our new city and how we will move efficiently within it. These transport projects ask us to think about what our city will look like in the future and how we will get to the exciting new destinations.

We need to start making the changes to the roads now if they are to be made in good time to support the Christchurch Central Recovery Plan. This is because they will take time to construct and some of the anchor projects are well on their way, for example, Te Papa Ōtākaro / Avon River Precinct, the Bus Interchange and Health Precinct.

Why consult when consultation has already been done for the draft chapter of An Accessible City?

CERA carried out public consultation in 2012 and 2013 during the development of *An Accessible City* as part of the Recovery Plan.

The key changes to the traffic network such as, conversion of some streets to one-way and some streets to two-way outlined in *An Accessible City* didn’t provide the community with detail about what the street layout will actually look like.

This is why the Council welcomes your feedback on the details of traffic project designs that have been developed for the First Phase projects at the Hagley / Moorhouse Corner and Hospital Corner. The first section of this booklet explains in some detail the proposed changes for these two transport projects and includes feedback forms for your comments.

The Council, as the Road Controlling Authority, makes its decisions on roading under the Traffic and Parking Bylaw 2008 and other related legislation.

What do “Stage 1 early works” and “Stage 2 completion works” for Hospital Corner mean?

The aim of the Stage 1 early works is to make the traffic-related transport changes to Hospital Corner, including Oxford Terrace and Tuam Street, which will take the key traffic route eastwards away from Oxford Terrace and Lichfield Street. You will see some changes around the intersection outside the ospital to enable this to happen.

Stage 2 completion works include cycle ways on portions of St Asaph, Tuam, and Antigua streets, an off-road cycle path in Hagley Avenue and a ‘super stop’ for buses on Tuam Street between Hagley Avenue and Antigua Street. The area will also be enhanced with features such as new street trees and street furniture including seats and bins.

Frequently asked questions

Why do these transport projects only show proposed changes to traffic, streets and roads?

What about landscaping, street furniture and other features?

These first two transport projects from the Phase One programme deliver the physical changes to the road network. Stage 2 completion works of the Hospital Corner project will concentrate on streetscapes to complement the adjacent Health Precinct and Te Papa Ōtākaro / Avon River Precinct works and will include separated cycleways in some locations. A new Public Realm Network Plan is being prepared for the Central City, which will help guide designs for all streetscape enhancements across the Central City. The Stage 2 design for Hospital Corner is underway and more information on this will follow soon.

What is the bus ‘super stop’ near Hospital Corner?

This ‘super stop’ will be constructed on both sides of Tuam Street as part of the Stage 2 completion works which are still being designed. Close to Christchurch Hospital, Te Papa Ōtākaro / Avon River Precinct and Metro Sports Facility, it will provide comfortable and attractive waiting areas for passengers.

There will be spaces for three buses on each side of the road. See page 21 for an indicative road layout.

What research, analysis or technical data was considered when proposing these changes?

The key transport themes and projects that form *An Accessible City* were initially developed from feedback during the Council’s very successful 2011 ‘Share an Idea’ campaign. More feedback came when the Council consulted on and conducted Hearings into the draft Central City Plan later that year. Subsequently, CERA received comments on the draft transport chapter of the Christchurch Central Recovery Plan (which became *An Accessible City*) between November 2012 and February 2013. Those views were taken into account by the Minister and all of this was considered when writing *An Accessible City*, which was published in October 2013.

Around 20 workshops were held by CERA. User groups included St Johns, the Police, SPOKES, the Automobile Association (AA) and the Fire Service. Central City businesses, local residents, and the Central City Business Association were also involved.

The Council and the CERA have now used this feedback for specific transport projects that focus on changes to traffic flow (by bus, motor vehicle, cycle or on foot) in the Central City. Part of the more detailed design work on these transport projects involved modelling where different scenarios were tested and adapted.

How does making Tuam Street one-way make the Central City more accessible?

A one-way Tuam Street will become the preferred route for general traffic and buses. Transport analysis has shown keeping Tuam Street a two-way street would mean significant traffic delays.

One of the ways to make the Central City more accessible is to give buses the ‘green wave’ into the Bus Interchange via a one-way Tuam Street.

In order to deliver the Te Papa Ōtākaro / Avon River Precinct improvements on Oxford Terrace, together with more low-speed, pedestrian-friendly streets in the inner zone, a pair of efficient general traffic streets are needed across the southern side of the Central City. The new eastbound-only Tuam Street replaces the current one-way systems on Lichfield and St Asaph streets.

How will these changes impact on what is happening to traffic in the areas next to these projects?

The traffic changes are being designed to integrate with the planned works to the Te Papa Ōtākaro / Avon River Precinct, the adjacent hospital and Heath Precinct developments and the nearby Metro Sports Facility development (which is in the early stages of planning). These changes are, therefore, intended to create safe, efficient access and improved traffic flow through and around the Central City for all modes of transport.

What is the Council doing about parking in the Central City?

The Council is working with CERA on the Draft Christchurch Central Parking Plan, which will guide parking provision within the Central City. Available online as a public document, the Plan will provide information about availability and timing of parking facilities within the Central City. The information in the Plan will help guide decision making for people wanting to access and invest in the city. It will be updated as new information comes to hand.

Will these changes impact on parking in these areas?

Twenty-three additional parking spaces will be created in Hagley Avenue outside the Christchurch Netball Centre in association with the planned changes to the Hagley / Lincoln / Moorhouse intersection. However, in locations closer to the Hospital Corner, 51 parking spaces will need to be removed to accommodate general traffic, buses, cyclists and pedestrians within the existing 20 metre road width during the Stage 1 early works.

To offset the on-street losses, a temporary car park has been established on the corner of St Asaph and Antigua streets. Further off-street parking opportunities are being developed by the Canterbury District Health Board for the hospital redevelopment and the Metro Sports Facility.

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) is working in the Central City now. How is this going to align with the proposed transport project works?

SCIRT is responsible for fixing earthquake-damaged infrastructure, which is mostly under the roads and this often doesn’t require major road renewal at the surface. *An Accessible City* transport projects aim to improve the street network and outline the shape of further road improvements to many streets. This goes substantially beyond the early rebuild task, which is urgent and ongoing work by SCIRT. The Council and CERA are, however, working closely with SCIRT to identify opportunities for cost savings and aligned delivery, but the different funding mechanisms, design and approval processes do not always allow work to be implemented at the same time.

How will cycling be integrated into these two transport projects?

Cycling is integrated by the proposed widening of the path in Hagley Park to four metres for a shared cycle and pedestrian path, connecting with the proposed Te Papa Ōtākaro / Avon River Precinct Project at the city end and with Lincoln Road at the Addington end of the project. This will connect with the Major Cycle Routes network being planned city-wide. There are also cycle connections to Moorhouse Avenue, Selwyn, St Asaph, Tuam, Antigua and Durham streets. Further cycleway improvements will be proposed as part of the Hospital Corner Stage 2 completion works.

For more information about major cycleways, visit www.ccc.govt.nz/cycleways

Community input

Continued from page 5

An Accessible City chapter has been developed from community feedback during the 2011 'Share an Idea' campaign, where people said they wanted MORE:

- Green spaces
- People-friendly areas for living, working and meeting friends
- Pedestrian-friendly places
- Trees

And LESS:

- Cars
- Traffic
- Concrete
- Buses

Community feedback was also received on the draft transport chapter of the Christchurch Central Recovery Plan and the draft *An Accessible City* chapter. The Recovery Plan aims to develop a greener, more accessible city with a compact core and a stronger built identity, making it a great place to live, work, play, learn and visit.

The following transport projects in *An Accessible City* will help achieve this by creating:

- A compact core with slow streets and people friendly spaces
- Separated cycleways on some key routes, complementing the city-wide cycle network
- Converting Manchester Street to a boulevard to support bus routes
- Enhanced one-ways to better fit with surrounding land uses
- Two-way conversions to suit residential areas
- Improved avenues to provide an outer arterial route
- 'Super stop' to complement the Bus Interchange.

All of the individual projects that make up *An Accessible City* are interconnected and dependent on each other to function as an integrated whole. Their implementation also underpins the Recovery Plan by creating a transport system that connects people and places; and considers the needs of businesses and services.

An Accessible City sets the direction and intent of the transport projects for the Central City. The new road classification, transport (speed) zones and road user hierarchy provide the framework for how the streets will be designed and operated.

...a greener, more accessible city with a compact core and a stronger built identity, making it a great place to live, work, play, learn and visit.

– Christchurch Central Recovery Plan

Implementing An Accessible City

Three separate components will help make *An Accessible City* happen:

The Public Realm Network Plan provides the framework to ensure the Central City is a place we people want to come together to enjoy and share time and ideas with each other. Thoughtfully designed spaces will create places which will entice them to stay and beckon them to return. Further information will be available on this plan later in the year.



CCDU-led

Draft Christchurch Central Parking Plan – will provide information about availability and timing of parking facilities in the Central City. Further information will be available on this plan later in the year.



Christchurch City Council-led

A number of transport projects are proposed to change traffic flow in the Central City. These projects may be implemented as groups or individually. Consultation on the transport projects will occur progressively and will be aligned to the opening of key anchor projects such as the Bus Interchange in Tuam Street.



Joint Christchurch City Council / CCDU
www.ccc.govt.nz/AACtransportprojects



Consulting on now

The Council wants your feedback on proposed transport network changes at and around:

- Hospital Corner
- Hagley / Moorhouse Corner

To have your say, visit
www.ccc.govt.nz/haveyoursay

For general information on
An Accessible City, visit
www.ccdugovt.nz/the-plan

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