

An Accessible City – transport projects: proposed changes

**Colombo Street –
from Hereford Street
to St Asaph Street**

**Tuam Street – from
Durham Street to
Barbadoes Street,
including Manchester
Street from Lichfield Street
to St Asaph Street**

**Lichfield Street – from Durham
Street to Manchester Street**

Consultation Wednesday 17 September – Wednesday 8 October 2014

Consultation
No.2



Contents

<i>An Accessible City</i>	4
<i>How An Accessible City was developed</i>	5
<i>An Accessible City – transport projects: proposed changes</i>	6
<i>What we are seeking your views on now</i>	8
<i>Have your say</i>	9
<i>Colombo Street – from Hereford Street to St Asaph Street</i>	10
<i>Response form</i>	13
<i>Lichfield Street – from Durham Street to Manchester Street</i> ...	16
<i>Response form</i>	17
<i>Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street</i>	20
<i>Response form</i>	23
<i>Frequently asked questions</i>	26
<i>Community input</i>	30
<i>Implementing An Accessible City</i>	31

Image opposite: An artist's impression of the new Bus Interchange.

Image courtesy of CERA

An Accessible City

Christchurch City Council, working closely with the Canterbury Earthquake Recovery Authority (CERA), is seeking your feedback on proposed transport network changes on Colombo Street, Lichfield Street, Tuam Street and a section of Manchester Street. These changes pave the way for the new Bus Interchange due to open in April 2015.

They comprise the second group of transport projects to deliver *An Accessible City*. Consultation on the first group – Hagley / Moorhouse Corner and surrounding streets and Hospital Corner, including Oxford Terrace and Tuam Street Stage I early works – closed on 8 September 2014.

An Accessible City is the transport chapter of the Christchurch Central Recovery Plan developed under the Canterbury Earthquake Recovery Act 2011. The chapter was prepared by 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:

- Colombo Street will be converted into a pedestrian and cycle-friendly Main Street through the proposed 30 km/h Central City zone. This central route will also be used by motor vehicles to access inner city businesses and car parking buildings.
- Lichfield Street will become two-way from Durham Street to Manchester Street.

- Tuam Street will become one-way heading east towards Barbadoes Street.
- Additional changes are needed in Manchester Street from Lichfield Street to St Asaph Street to allow turning movements for buses and to improve the environment for pedestrian and cyclists.

Subsequent separate consultation is planned over further Manchester Street changes north of Lichfield Street.

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 concept designs that have been developed for Colombo Street, Lichfield Street and Tuam Street including a section of Manchester Street.

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 Colombo Street, Lichfield Street and Tuam Street including a section of Manchester Street. 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.

An Accessible City aims to provide a clear transport framework that ensures linkages with the wider transport network, supports recovery and provides for improved transport options, slower traffic speeds and enhanced streetscapes and environments within the Central City.

How An Accessible City was developed

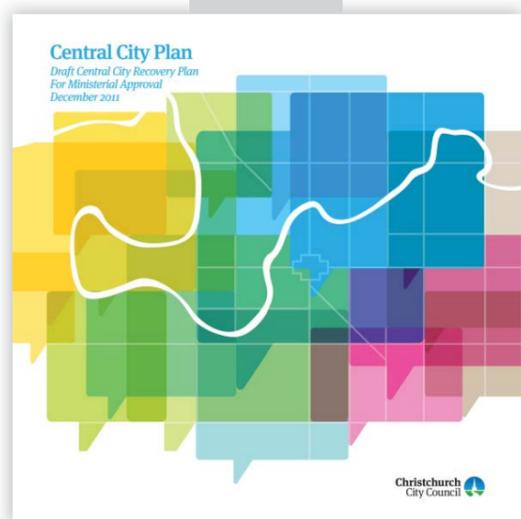


May 2011

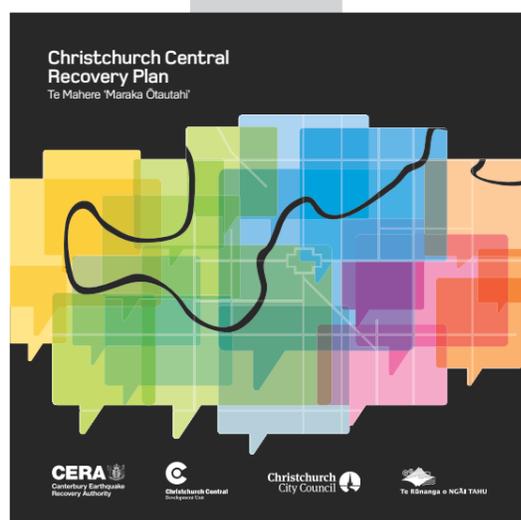
From *An Accessible City* a number of First Phase transport projects have been identified. These form part of the Crown / Christchurch City Council / NZ Transport Agency cost sharing agreement, which included \$72 million for delivering the First Phase transport projects.

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 30**.

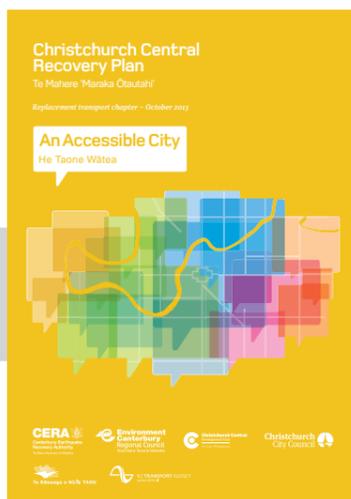


December 2011
Including a Transport Choice Chapter



July 2012

CERA-led consultation on the draft Transport Chapter of Christchurch Central Recovery Plan *An Accessible City* 15 November 2012 to 1 February 2013.



October 2013

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 *An Accessible City* projects will be implemented as required and when further funding has been identified.

The table below summarises the First Phase transport projects. The third, fourth, and fifth 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	Metro Sport Facility Health Precinct Te Papa Ōtākaro / Avon River Precinct	Consultation has now closed
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	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	Consultation has now closed
Colombo Street (Hereford to St Asaph streets) Street improvements to provide a pedestrian and cyclist focus <i>See page 10</i>	Bus Interchange Retail Precinct	17 September – 8 October 2014
Lichfield Street conversion from one-way to two-way (Manchester Street to Oxford Terrace) <i>See page 16</i>	Bus Interchange Retail Precinct	17 September – 8 October 2014
Tuam Street conversion from two-way to one-way (Durham to Barbadoes streets). Includes changes in Manchester Street from Lichfield Street to St Asaph Street <i>See page 20</i>	Te Papa Ōtākaro / Avon River Precinct Bus Interchange Health Precinct	17 September – 8 October 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 / November 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 / November 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 consultation has now closed
	17 September – 8 October 2014
	17 September – 8 October 2014
	17 September – 8 October 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 | 6 Performing Arts Precinct |
| 2 Retail Precinct | 7 Central Library |
| 3 Convention Centre | 8 Metro Sports Facility |
| 4 Health Precinct | 9 Town Hall |
| 5 Justice and Emergency Precinct | |

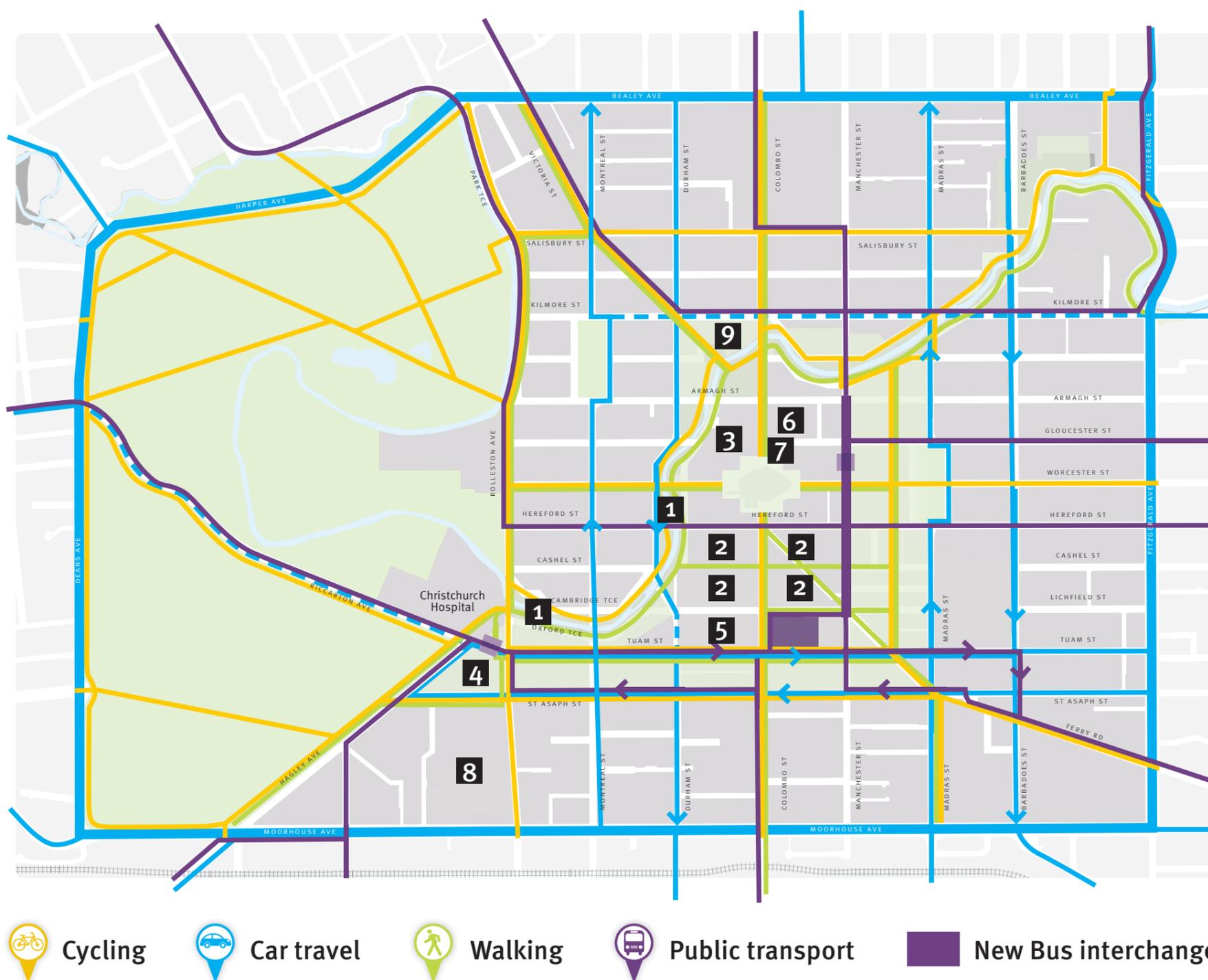


Diagram shows prioritised routes for different travel modes.
Source: Christchurch Central Recovery Plan – An Accessible City page 4.

What we are seeking your views on now

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

- Colombo Street from Hereford Street to St Asaph Street (see page 10)
- Lichfield Street from Durham Street to Manchester Street (see page 16)
- Tuam Street from Durham Street to Barbadoes Street, including a section of Manchester Street from Lichfield Street to St Asaph Street (see page 20).

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



Project area: Colombo Street, Lichfield Street, Tuam Street and Manchester Street.

Have your say

Decision making

The following changes are included in the *An Accessible City* transport chapter of the Recovery Plan gazetted in October 2013:

- Tuam Street will be one-way from west to east
- Lichfield Street will change from one-way to two-way
- A 30 km/h Central City core
- A road use hierarchy highlighting which types of travel have priority on different routes.

The Council, as the Road Controlling Authority, must make decisions on design concepts for Colombo Street, Lichfield Street and Tuam Street, including a section of Manchester Street from Lichfield Street to St Asaph Street, 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.

haveyoursay

www.ccc.govt.nz/haveyoursay

Feedback and comments are being sought during the consultation period from 17 September – 8 October 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, Wednesday 8 October 2014.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm (30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014,

11.30am–2.30pm (drop-in session)

Future Christchurch Showcase, Re:Start Mall, near Bridge of Remembrance

Monday 29 September 2014

11am–2pm (30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Colombo Street – from Hereford Street to St Asaph Street

Overview

The proposed design concepts renew Colombo Street from St Asaph Street to Hereford Street. Colombo Street is one of the key pedestrian routes and is also a north/south cycle route through the Central City. The cycleway connects to the Papanui Parallel Major Cycleway at the northern end of Colombo Street.

On Colombo Street, between St Asaph and Lichfield streets, it is proposed the kerbs are placed back on the current alignment. The existing street trees will be retained as they are 'limbed up' to a suitable height to be clear of traffic. New trees will replace those removed as a result of damage caused by collapsing buildings during the Canterbury Earthquakes. Existing kerb and channel will be retained if it is in good condition.

Between St Asaph Street and Lichfield Street, where projected traffic volumes are expected to be relatively high, it is proposed new separated and raised Copenhagen-style cycle lanes (pictured below) will be installed on both sides of the road. These will be outside of the current kerb and channel with a single traffic lane in each direction.

On Colombo Street, from Lichfield Street to Hereford Street, the projected traffic volumes are lower than south of Lichfield Street. The project, therefore, proposes a mix of pedestrians, cyclists and general traffic in the same lane removing the need for the Copenhagen-style cycle lanes. This creates space for on-street parking and servicing spaces. A taxi stand is proposed just north of Lichfield Street to service the Retail Precinct, and to complement the taxi rank provided on Lichfield Street outside the new Bus Interchange.

Where Colombo Street crosses Cashel Street, it is proposed paving is installed

on the carriageway to reinforce the proposed 30km/h speed environment and the shared nature of this area with Cashel Mall.

The works will involve new sections of kerb and channel, storm water changes, new footpaths, resurfacing the carriageway, new street lighting and street furniture, along with revised road markings.

For the Colombo Street proposal see Sheet 2 of the enclosed consultation plans.



Colombo Street looking north to Cathedral Square.



Copenhagen-style cycle lane.



Colombo Street looking south to the Port Hills.

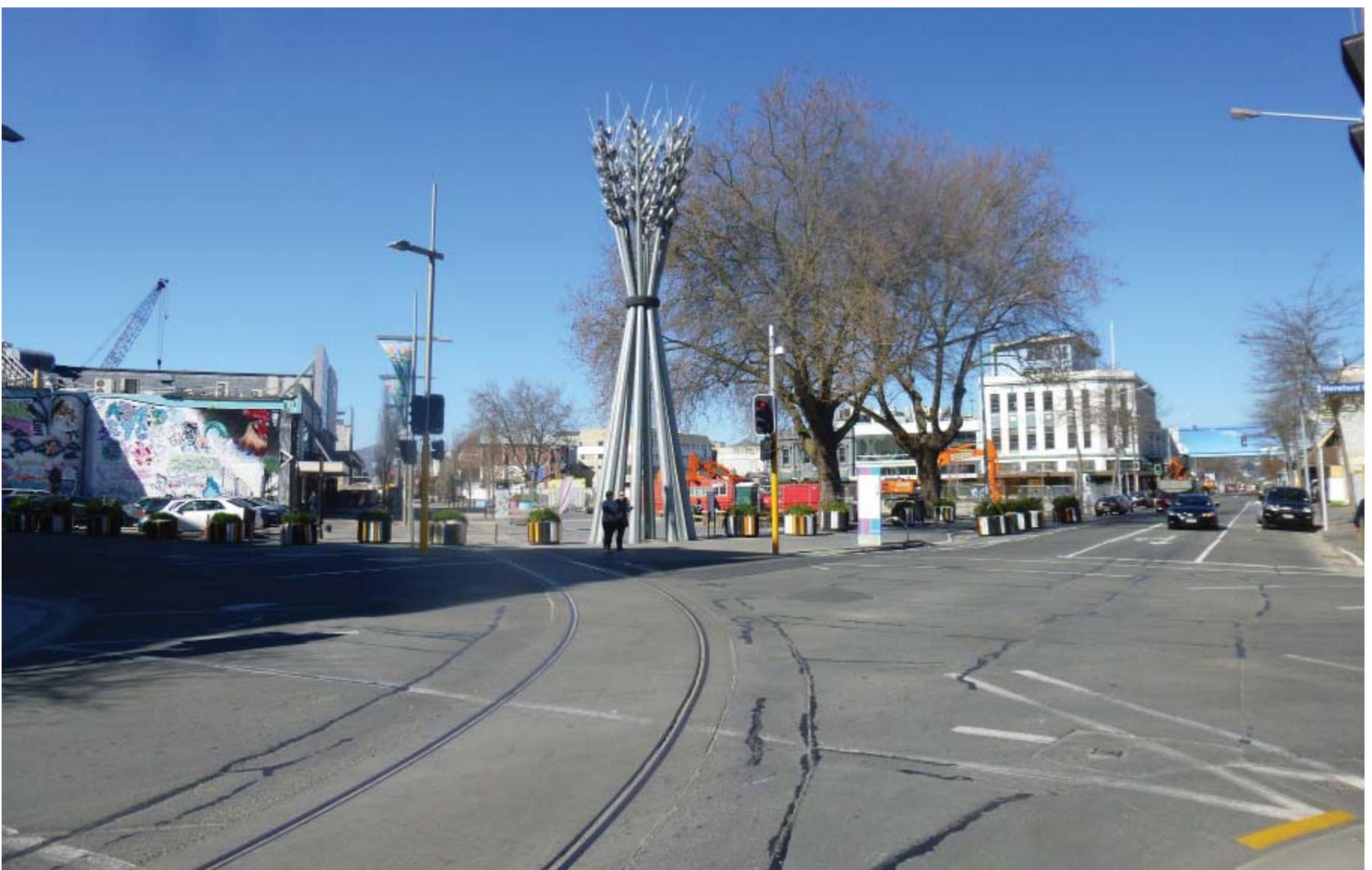
Proposed key features of the Colombo Street project:

- Convert Colombo Street into a pedestrian and cycle-friendly street through the proposed 30 km/h slow speed core.
- Provide safe crossings for pedestrians. The kerb line has been extended on the northern side of the Lichfield Street intersection to reduce the pedestrian crossing distance. A ‘Barnes Dance’-style crossing phase, which stops all traffic and allows pedestrians to cross intersections in every direction at the same time will be a feature of the intersection.
- Include separated cycle lanes on both sides of the road between St Asaph Street and Lichfield Street.

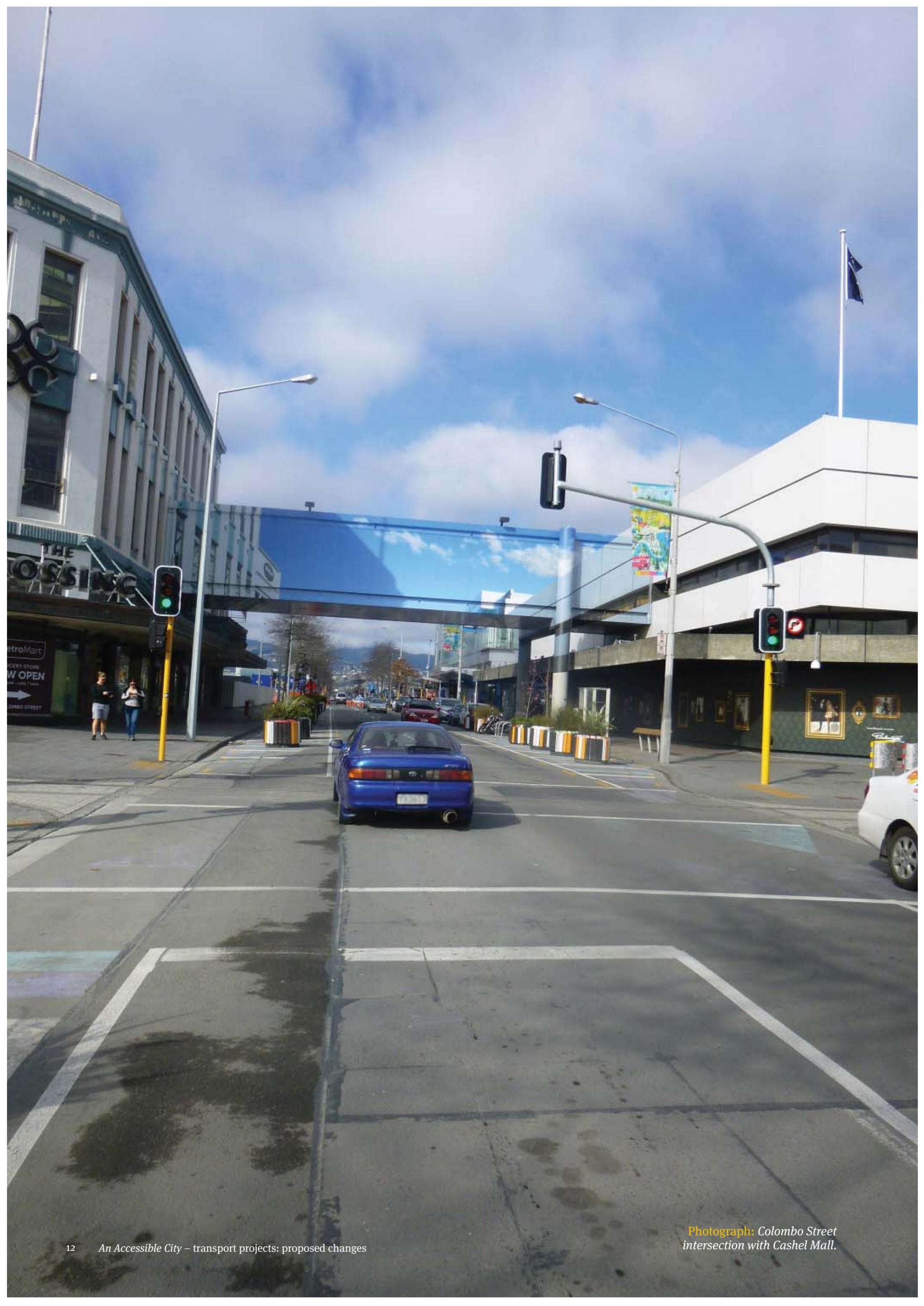
The lanes will be laid out in the Copenhagen-style – on the road but slightly higher than street level.

- With the above layout, all on-street car parking will be removed between St Asaph Street and Lichfield Street. Car parking provided on Colombo Street between Hereford Street and Lichfield Street will be mainly short-term for drop-offs and servicing. There will also be parking spaces for motor cycles, taxis and a mobility parking space opposite Ballantynes.
- North of the intersection with Lichfield Street there are on-road mixed cycle/vehicle lanes with parking due to lower projected traffic volumes. Overall, there will be a net loss of 14 car parks on Colombo Street between Hereford Street and St Asaph Street.

- Enable trams to cross east-west over Colombo Street at High Street and Cashel Mall.
- Include streetscape design features along the frontage of the new Bus Interchange to enhance the street’s appearance and accessibility.
- Link with the Tuam Street one-way conversion and the Lichfield Street two-way conversion, both within the proposed 30 km/h speed zone.
- Provide access to the Lichfield Street car parks from Colombo Street.
- Four trees will be removed in Colombo Street and replaced with Pin Oaks (*Quercus palustris*), which are the same species as the existing trees.



Colombo Street, High Street and Hereford Street intersection.



Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

fold

staple or tape here

fold

Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm

(30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South
entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014, 11.30am–2.30pm

(drop-in session)

Future Christchurch Showcase, Re:Start Mall,
near Bridge of Remembrance

Monday 29 September 2014

11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

fold

fold

FREEPOST Authority No.178

Christchurch
City Council 

Free  

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

tape here

tape here



Photograph: Colombo Street.

Lichfield Street – from Durham Street to Manchester Street

Overview

Lichfield Street, currently a one-way east-bound street, is to be converted to a two-way street between Durham and Manchester streets. This change is necessary because Tuam Street will replace Oxford Terrace as the primary east-bound route into the Central City.

Lichfield Street will, therefore, become the main access route for the Retail Precinct and the proposed car parking facilities. In addition, it will also have the entrance/exit from the Bus Interchange to the east of Colombo Street for bus services that are planned to travel to and from the Interchange along the new Manchester Street boulevard and through the planned bus ‘super stop’ located further north on Manchester Street.

At the Colombo Street intersection, traffic will not be able to turn north towards Hereford Street – as was the case pre-earthquake. This is to maintain manageable traffic volumes in the section of Colombo Street between Lichfield and Hereford streets and also through Cathedral Square further north. This supports an attractive mixed use street for pedestrians, cyclists and access vehicles.

Lichfield Street is the frontage to three anchor projects: the Justice and Emergency Precinct, the Bus Interchange and the Retail Precinct. The Lichfield Street design includes a net gain of 19 on-street car parking spaces, street trees on both sides of the street and a traffic lane in each direction. No cycle lanes are planned here as Tuam Street is the key cycle route with a separated cycle facility (see Sheets 4 and 5).

The Lichfield Street design provides narrow sections to accommodate pedestrian crossings between the new pedestrian lanes proposed in the Retail Precinct and the new Bus Interchange

and Justice and Emergency Precinct. Outside the Bus Interchange, bays are being provided for the regional and intercity coaches on the southern side of Lichfield Street. This will provide a central pick-up and drop-off area for other bus services operating through the Bus Interchange.

Provision is being proposed for a taxi rank on this section of Lichfield Street for Bus Interchange users. A night-time taxi rank is also proposed for late night entertainment in the vicinity.

The proposed works involve sections of new kerb and channel, storm water changes, new footpaths and resurfacing of the carriageway, along with revised road markings.

A two-way section of road on Durham Street between Lichfield and Tuam streets is being planned as part of another *An Accessible City* project to allow access for vehicles from the west to the new Retail Precinct.

Proposed key features of the Lichfield Street two-way conversion – from Durham to Manchester Street:

- Convert Lichfield Street from one-way to two-way from just east of the Cambridge Street / Durham Street intersection to Manchester Street.
- Operate as the preferred vehicle access route into the Retail Precinct, parking buildings and the northern access to the Justice and Emergency Precinct.
- An exclusively pedestrian ‘Barnes Dance’-style pedestrian crossing phase at the intersection of Colombo and Lichfield streets to reduce conflict with key cycle and walking routes along Colombo Street, and pedestrian flows from the Bus Interchange.
- Signalise the entrance at the Bus Interchange to give priority to entering and exiting buses and also protect cyclists and pedestrians.
- Provide northern access to the Bus Interchange to the east of Colombo Street.
- Give pedestrians and buses priority between the Bus Interchange access and Manchester Street.
- Become part of the proposed Central City 30 km/h slow speed core.
- Broad-leaved Lime trees (*Tilia platyphyllos*) planted along the street.

For the Lichfield Street proposal see Sheet 3 of the enclosed consultation plans.

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

fold

staple or tape here

fold

Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm

(30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South
entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014, 11.30am–2.30pm

(drop-in session)

Future Christchurch Showcase, Re:Start Mall,
near Bridge of Remembrance

Monday 29 September 2014

11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

fold

fold

FREEPOST Authority No.178

Christchurch
City Council 

Free 

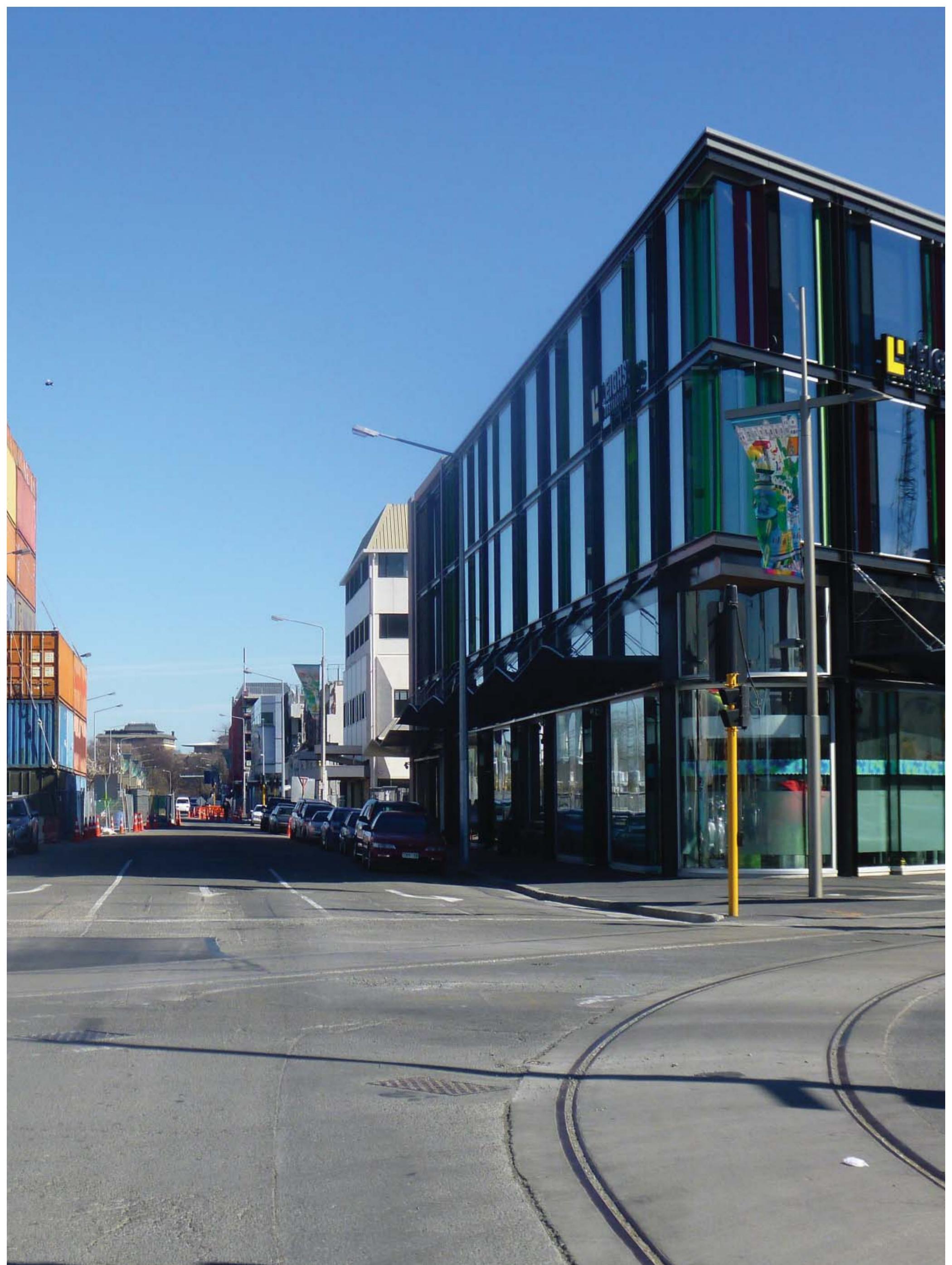


tape here

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

tape here





Photograph: Lichfield Street
looking west to Colombo Street.

Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street

Overview

Tuam Street is currently a two-way street that on completion of *An Accessible City* will become one-way, east-bound as far as Fitzgerald Avenue. For this stage of the conversion, Tuam Street will become one-way from Durham Street to Barbadoes Street, past the Bus Interchange and through the Innovation Precinct. The final conversion to Fitzgerald Avenue will occur at a later date and will be subject to separate consultation.

As Tuam Street is a key cycle route in the Central City, a separated cycleway is proposed on the north side of the street. This provides an important link to connect to the major cycleway projects at Antigua Street and High Street. It is not proposed to separate these cycle lanes further east on Tuam Street once past High Street. East of High Street the cycle lane will be marked on the side of the road with a painted buffer strip to provide additional width from adjacent car parking.

Some traffic signal and intersection layout changes will be required at each intersection to accommodate the change to the one-way direction. Street lighting will be upgraded for the one-way change along Tuam Street.

It is proposed broad-leaved Lime trees (*Tilia platyphyllos*) will be planted on both sides of the carriageway along the length of Tuam Street. The tree species will then be consistent from Hagley Avenue along the full length of Tuam Street.

It is proposed 47 on-street parking spaces will need to be removed to accommodate the new separated cycle facility, improved street trees placement,

general traffic, buses, pedestrians and altered intersection lane configurations associated with the change to a one-way. However, new public car parking facilities are planned in Lichfield Street and the Council is looking at temporary sites off Tuam Street for parking. Secure cycle storage is being provided in the Bus Interchange and will be considered for new public parking buildings.

The proposed works will involve sections of new kerb and channel, storm water changes, new asphalt footpaths and resurfacing of the carriageway, along with revised road markings.

Proposed key features of the Tuam Street one-way conversion – from Durham Street to Barbadoes Street:

- Convert Tuam Street to one-way west to east between Durham Street and Barbadoes Street (as included in the Recovery Plan).
- Prioritise bus movement, where possible, towards the Bus Interchange.

- Signalise the entrance at the Bus Interchange to give priority to entering buses and also protect cyclists and pedestrians.
- Incorporate a separated cycle facility on the north side of Tuam Street from Durham Street to the east of High Street for one-way travel.
- The cycle lane from High Street to Barbadoes Street will not be separated.
- Become part of the proposed Central City 30 km/h slow speed core.
- Provide limited parking around the Bus Interchange area to assist the movement of buses and maintain visibility.
- The tram route from Poplar Street will cross Tuam Street to enter High Street then trams will return along High Street.
- Broad-leaved Lime trees (*Tilia platyphyllos*) planted along the street.

For the Tuam Street proposals see Sheets 4 and 5 of the enclosed consultation plans.



Tuam Street and Durham Street intersection looking east to Colombo Street.

Manchester Street from Lichfield Street to St Asaph Street

Overview

Proposed Manchester Street changes are mainly aimed at improving bus and traffic movements. The section from Lichfield Street to St Asaph Street includes one traffic lane in each direction, on-road cycle lanes, on-street parking, footpaths and street trees.

As part of the one-way conversion of Tuam Street, changes are required in Manchester Street to improve the turning movements for buses and also enhance facilities for pedestrians and cyclists.

Because of the above changes 19 parking spaces will be removed.

Proposed key features of Manchester Street – from Lichfield Street to St Asaph Street:

- Cycle lanes are retained on both sides of the street.
- Kerb build-outs outside Sol Square and across the road.
- Lane changes to accommodate buses turning into Lichfield Street and St Asaph Street.
- London Plane trees (*Platanus acerifolia*) planted.

Significant further changes on Manchester Street between Lichfield Street and Kilmore Street will be consulted on as part of a separate package of works.

For the Manchester Street from Lichfield Street to St Asaph Street section, see Sheet 6 of the enclosed consultation plans.



Manchester Street and Tuam Street intersection.



Photograph: Tuam Street and Barbadoes Street intersection.

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Note: No anonymous feedback will be accepted.

fold

staple or tape here

fold

Please note: On request, we are legally required to make all written or electronic responses available to the public, including the name and address of the author, subject to the provisions of the Local Government Official Information and meetings Act 1987. If you consider there are compelling reasons why your contact details and/or feedback should be kept confidential please contact the Council's Principal Adviser Engagement, telephone 941 8999 or 0800 800 169.

Presentations and drop-in sessions

Tuesday 23 September 2014

4pm–6pm

(30 minute presentation followed by drop-in session)

St Michael's Church School Hall, Durham Street South
entrance between Tuam Street and Oxford Terrace

Saturday 27 September 2014, 11.30am–2.30pm

(drop-in session)

Future Christchurch Showcase, Re:Start Mall,
near Bridge of Remembrance

Monday 29 September 2014

11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

Thursday 2 October 2014, 11am–2pm

(30 minute presentation followed by drop-in session)

BNZ Lounge, EPIC, 96 Manchester Street

fold

fold

FREEPOST Authority No.178

Christchurch
City Council 

Free 



tape here

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

Photograph: Manchester Street near the Lichfield Street intersection looking north.

Frequently asked questions

How will the Tuam Street cycle route connect with other Central City cycle routes?

As Tuam Street will be a key cycle route in the Central City, a cycleway separated from adjacent traffic is proposed for the north side of the street. This provides an important link to the Major Cycleway projects joining at Antigua Street and at High Street. Past High Street, these cycle lanes are not proposed to be separated. East of High Street the cycle lane will be marked on the side of the road with a painted buffer strip to provide additional width from adjacent car parking.

For general information on cycleways, visit www.ccc.govt.nz/cycleways

The Bus Interchange will be a very busy place, how will the needs of buses, pedestrian and cyclist all be met safely?

The exclusively pedestrian 'Barnes Dance'-style pedestrian crossing phase, which stops all traffic and allows pedestrians to cross the intersection in every direction at the same time, is proposed for the intersection of Colombo and Lichfield streets. It will reduce conflict with key cycle and walking routes along Colombo Street and pedestrian flows from the Bus Interchange.

Outside the Bus Interchange on Tuam Street and Lichfield Street, signal controls are planned to ensure buses are not in conflict with cyclists or pedestrians.

What are Copenhagen-style cycle lanes and what are their benefits?

These are elevated and separated lanes for cyclists. They are proposed on Colombo Street adjacent to the Bus Interchange.

With the proposed changes to Tuam Street, which will see it become one-way heading east, how will I get to Lichfield Street from Tuam Street?

A future project will propose that Durham Street between Lichfield Street and Tuam Street becomes two-way as proposed by *An Accessible City*. You will be able to turn left and right from Durham Street onto Lichfield Street and onto Oxford Terrace in these proposed future works.

The proposal states Lichfield Street will become a two-way distributor street. What is a distributor street?

A distributor street carries less traffic volumes than an arterial road. It is designed to suit the local character and intended development of an area while still allowing safe and efficient movement of vehicles.

Lichfield Street will be an important street to access Retail Precinct parking.

What will the one-way conversions mean for the physical layout of the intersections?

There will be altered intersection lane configurations and some traffic signal and intersection layout changes at each intersection to accommodate the change to the one-way direction. Street lighting will be upgraded for the change in direction along Tuam Street.

These concepts propose the loss of on-street car parking spaces. What is the Council planning to do to address this loss?

The concept designs seek to minimise the loss of on-street parking as much as possible. However, some on-street parking spaces will need to be removed to accommodate the new separated cycle facilities, improved street trees placement, general traffic, buses, pedestrians and altered intersection lane configurations associated with the change to one-way.

New public car parking facilities are proposed in Lichfield Street.

What are the new pedestrian lanes?

The Lichfield Street design provides narrow sections to accommodate the new pedestrian lanes proposed in the Retail Precinct. These will provide good pedestrian connectivity and site lines between the Anchor projects such as the Bus Interchange and the Justice and Emergency Precinct.

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.

Frequently asked questions

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

The anchor projects and the Recovery Plan will change how traffic moves to and around 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 Colombo Street, Lichfield Street, Tuam Street and a section of Manchester Street. The first section of this booklet explains in some detail the proposed changes for these three 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 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 preparing *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 to inform 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 of future traffic impacts where different development design 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 west to east across the south of the Central City. 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.

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.

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.

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 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
- 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
- New 'super stops' for buses near the Hospital and Manchester Street 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.

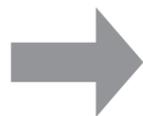
...a greener, more accessible city with a compact core and a stronger built identity, making it a great place to live, work, play, learn and visit.

– 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 now on:

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

- Colombo Street – from Hereford Street to St Asaph Street
- Lichfield Street – from Durham Street to Manchester Street
- Tuam Street – from Durham Street to Barbadoes Street, including Manchester Street from Lichfield Street to St Asaph Street

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

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

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

AACtransportprojects@ccc.govt.nz

www.ccc.govt.nz/AACtransportprojects

