

Consultation  
**No.3**

*haveyoursay*

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# An Accessible City – transport projects: proposed changes

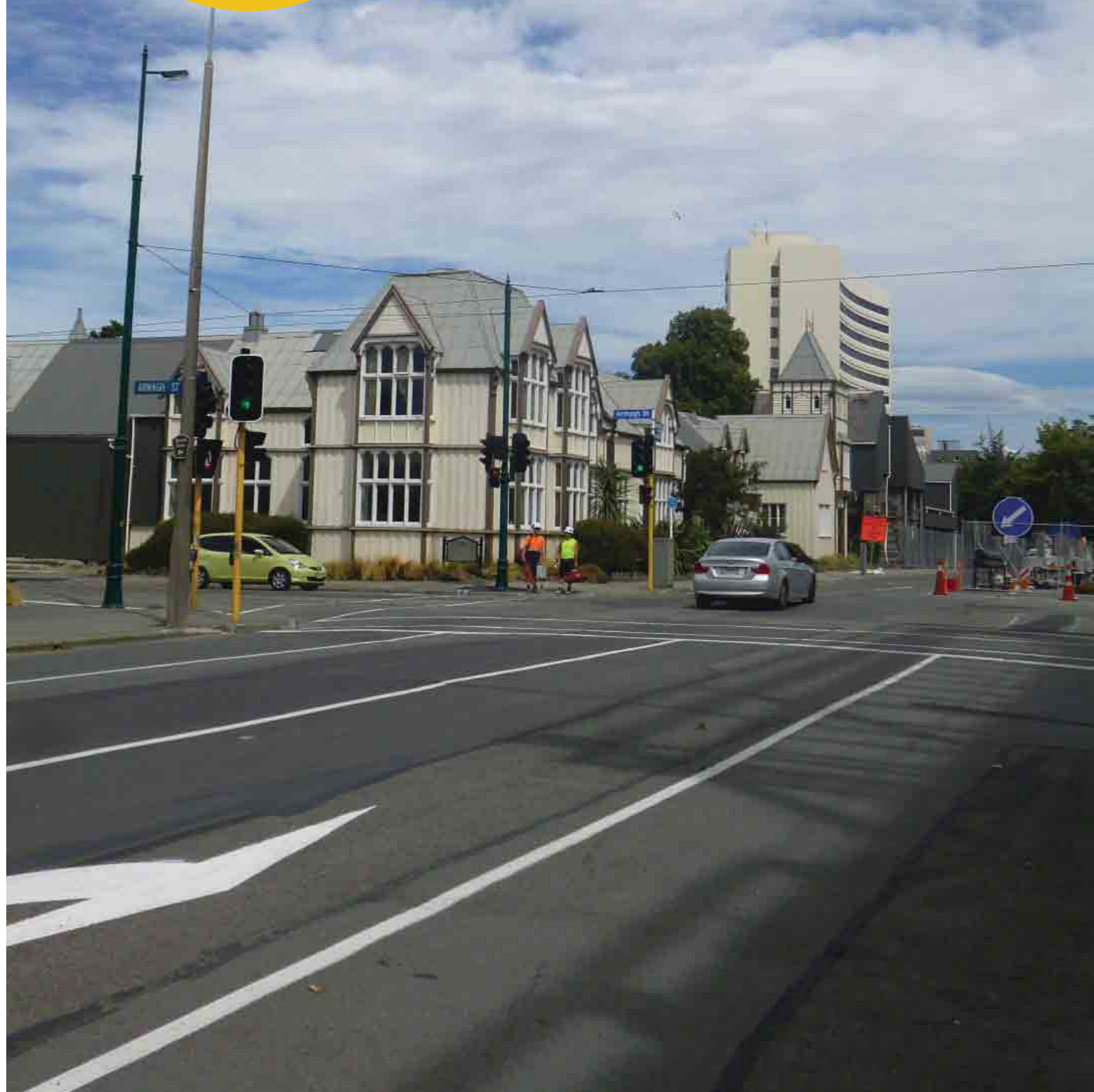
**Hospital Corner  
Stage 2 (final layout),**  
including sections of Hagley  
Avenue, St Asaph Street, Tuam  
Street, Antigua Street and  
Montreal Street

**Durham Street /  
Cambridge Terrace –  
from Kilmore Street  
to Tuam Street**

**Manchester Street –  
from Kilmore Street  
to Lichfield Street**

*Consultation Tuesday 28 April – Tuesday 26 May 2015*

# Consultation No.3



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**Image opposite:** Canterbury Provincial  
Council Buildings on the corner of  
Armagh and Durham streets.

## An Accessible City

The Christchurch City Council, working closely with the Canterbury Earthquake Recovery Authority (CERA), is seeking your feedback on further proposed permanent streetworks and travel network changes at three locations: Hospital Corner and nearby streets, Durham Street / Cambridge Terrace (from Kilmore Street to Tuam Street) and Manchester Street (between Kilmore and Lichfield streets). These changes continue to pave the way for a new Central City travel network serving a number of key new anchor projects and precincts and offering improved travel choices for everyone.

They make up the third group of early transport projects to deliver *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan developed under the Canterbury Earthquake Recovery Act 2011.

The first and second group of streetwork changes at Hagley / Moorhouse Corner and surrounding streets, Hospital Corner Stage 1 early works and changes to Tuam, Colombo and Lichfield streets were approved by the Council in late 2014 and are now being implemented. A number of these projects support the new Bus Interchange located between Lichfield and Tuam streets, which is due to open in mid-2015.

These changes to the travel network and streetscapes are outlined in *An Accessible City* which was gazetted by the Government in October 2013 following consultation with the community in late 2012 and early 2013.

The Christchurch City Council Traffic and Policy Bylaw 2008 and the Christchurch City Council Speed Limits Bylaw 2010 were changed in December 2014 to support the *An Accessible City* transport chapter of the Recovery Plan.

This confirmed the following changes which affect the three projects now being consulted on:

- Tuam Street to be a one-way west to east street, with a westbound bus-only lane from Antigua Street to Hagley Avenue.
- Lichfield Street from Oxford Terrace to Fitzgerald Avenue to convert from one-way to two-way.
- Oxford Terrace one-way from Riccarton Avenue to Manchester Street (eastbound between Riccarton Avenue and Antigua Street) with shared zones, permitting continued access by pedestrians, cyclists and local access vehicles.
- Durham Street South one-way, but with a two-way section between Lichfield Street and Tuam Street.
- Cambridge Terrace one-way in a westerly direction from Kilmore Street to Manchester Street.
- St Asaph Street one-way in a westerly direction from Madras Street to Hagley Avenue.
- Worcester Street, from Manchester Street to Latimer Square, to become a shared zone (where pedestrians and cyclists share the road with motor vehicles).
- Cashel Street, from Manchester Street to Madras Street, to become a shared zone.
- A new street from Lichfield Street to Gloucester Street (through the East Frame) to be a shared zone.
- Bus-only lanes to be created on Manchester Street between Armagh Street and Lichfield Street, and Tuam Street between Hagley Avenue and Antigua Street.
- Creation of a Central City maximum 30 km/h speed zone.

The Council and CERA will not be seeking specific feedback on these elements of the three projects now being consulted on.

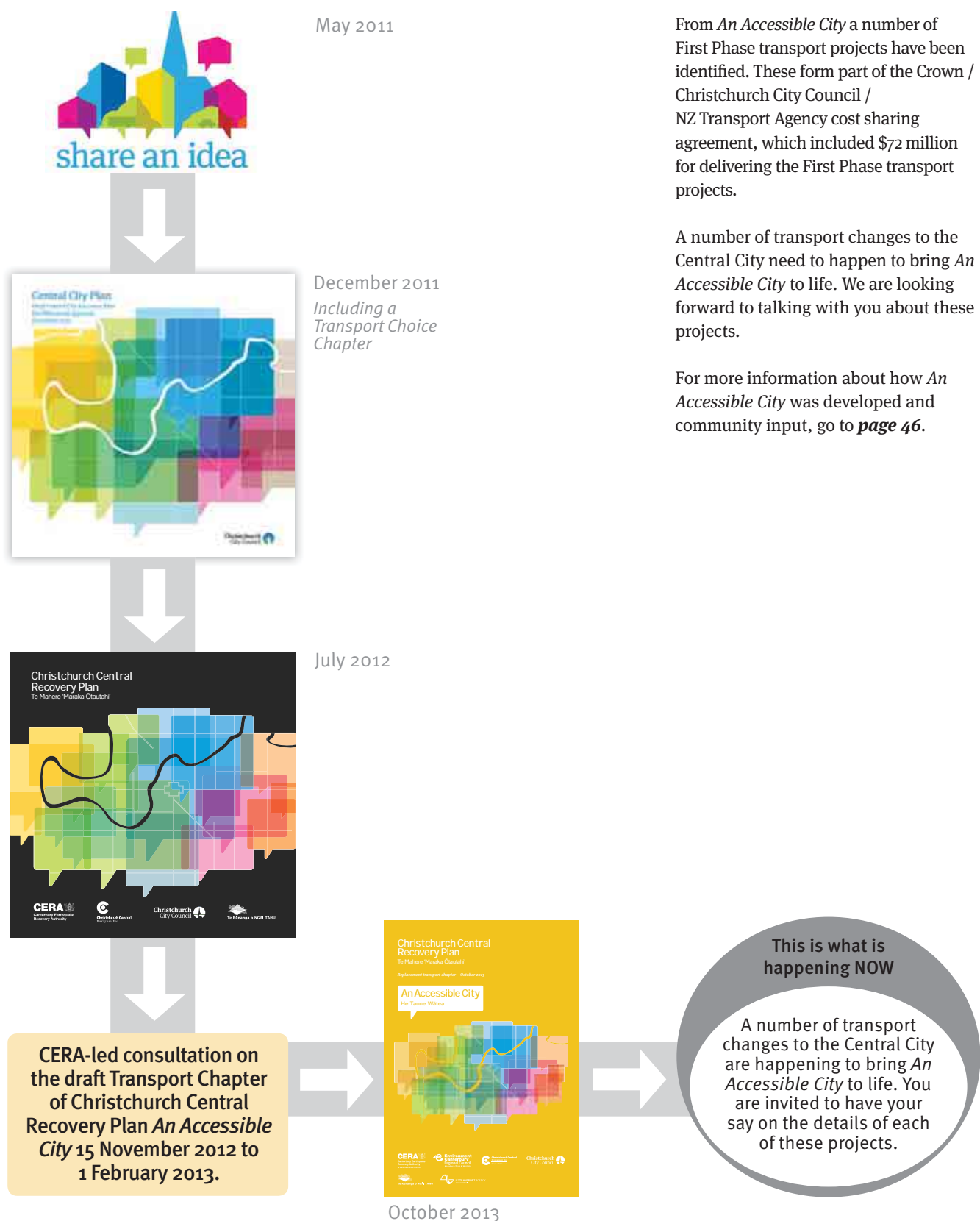
However, comments are sought on features of the proposed network changes including intersection and access arrangements, streetscape works (including landscaping enhancements), the provision of new and improved cycling and pedestrian facilities, and proposed changes to parking and servicing arrangements at:

- Hospital Corner Stage 2 final layout, including sections of Hagley Avenue, St Asaph Street, Tuam Street and Antigua Street.
- Durham / Cambridge Terrace – from Kilmore Street to Tuam Street.
- Manchester Street – from Kilmore Street to Lichfield Street.

Consultation concept plans have been developed showing that:

- Tuam Street will be further enhanced as a one-way route for vehicles heading east towards Barbadoes Street, providing a separated lane for cyclists and sections of bus-only lane.
- St Asaph Street will provide a new shared pathway for cyclists and pedestrians north of the proposed Metro Sports Facility.
- The shared path from St Asaph Street will link to the new city-wide cycle route network across Hagley Avenue and into Hagley Park.
- On Tuam Street a short section of bus-only lane will improve bus access to the Tuam Street bus super stop. Tuam Street will be widened in association with the new Health Precinct development to provide new bus super stop facilities.
- Durham Street / Cambridge Terrace will continue to be one-way southbound, except for a short two-way section between Lichfield and Tuam streets. This new northbound lane will provide access to the new Retail Precinct parking facilities, as well as premises along Oxford Terrace west of that point.
- Manchester Street from Kilmore Street to Lichfield Street will be widened in association with the East Frame. Concept plans include a tree-lined boulevard, bus priority measures and a new bus super stop on Manchester Street either side of Worcester Street.

# How An Accessible City was developed



# 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 – the Bus Interchange, which is planned to open in mid-2015, Te Papa Ōtākaro / Avon River Precinct, Health Precinct, East Frame and South Frame.

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 sixth, seventh and eighth projects in the table are being consulted on now:

	<b>An Accessible City Transport Projects</b>	<b>Supports anchor project</b>	<b>Status</b>
1	Hagley / Moorhouse Cnr including Lincoln Rd, Grove Rd and Selwyn St	Te Papa Ōtākaro / Avon River Precinct Health Precinct Metro Sports Facility	Consultation completed. Approved by Council November 2014. Roothing changes underway.
2	Hospital Corner (Stage 1 early works) including Oxford Tce, Tuam St (one-way) and preparation for a bus super stop near the Hospital	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange	Consultation completed. Approved by Council November 2014. Roothing changes underway.
3	Colombo St (Hereford to St Asaph streets) including pedestrian and cycle improvements	Bus Interchange Retail Precinct	Consultation completed. Approved by Council December 2014. Roothing changes underway.
4	Lichfield St (Manchester St to Oxford Tce) including conversion to two-way	Bus Interchange Retail Precinct	Consultation completed. Approved by Council December 2014. Roothing changes underway.
5	Tuam St (Durham to Barbadoes streets) includes conversion to one-way and improvements on Manchester St (Lichfield to St Asaph streets)	Te Papa Ōtākaro / Avon River Precinct Bus Interchange Health Precinct South Frame and Innovation Precinct	Consultation completed. Approved by Council December 2014. Roothing changes underway.
6	Manchester St including a bus super stop	Bus Interchange East Frame Te Papa Ōtākaro / Avon River Precinct	Consultation 28 April – 26 May 2015.
7	Cambridge Tce and Durham St including improvements to street-scape	Te Papa Ōtākaro / Avon River Precinct Convention Centre Precinct Retail Precinct	Consultation 28 April – 26 May 2015.
8	Hospital Cnr (Stage 2 final layout) including a bus super stop near the Hospital and improved cycling facilities	Health Precinct Te Papa Ōtākaro / Avon River Precinct Bus Interchange Metro Sports Facility	Consultation 28 April – 26 May 2015.
	Slow Core Zone (limit 30km/h) in Central City	All Central City anchor projects	To be advised.

	<i>Roothing changes underway</i>
	<i>28 April – 26 May 2015</i>
	<i>28 April – 26 May 2015</i>
	<i>28 April – 26 May 2015</i>
	<i>Future information</i>



## 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.

- |  |                                   |
|--|-----------------------------------|
| <b>1</b> Te Papa Ōtākaro / Avon River Precinct   | <b>6</b> Performing Arts Precinct |
| <b>2</b> Retail Precinct                         | <b>7</b> Central Library          |
| <b>3</b> Convention Centre                       | <b>8</b> Metro Sports Facility    |
| <b>4</b> Health Precinct                         | <b>9</b> Town Hall                |
| <b>5</b> Justice and Emergency Services Precinct | <b>10</b> Stadium                 |

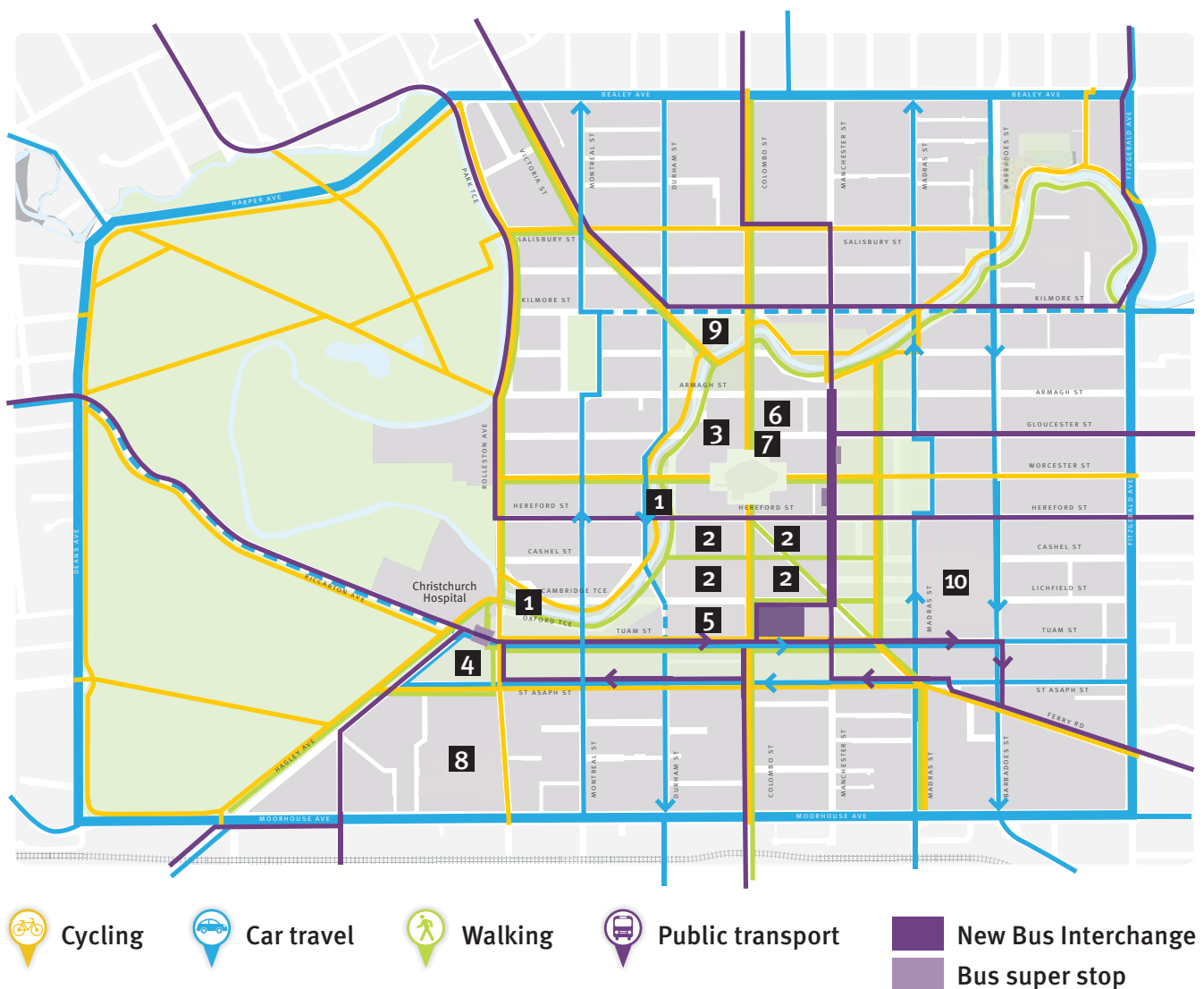


Diagram shows prioritised routes for different travel modes.

Source: Christchurch Central Recovery Plan – *An Accessible City* page 4.

## What we are seeking your views on now

The Council and CERA want your feedback on proposed transport network changes at:

- Hospital Corner Stage 2 final layout, including sections of Hagley Avenue, St Asaph Street, Tuam Street and Antigua Street (see page 10).
- Durham Street / Cambridge Terrace – from Kilmore Street to Tuam Street (see page 22).
- Manchester Street – from Kilmore Street to Lichfield Street (see page 32).

The three projects are funded from the total \$72 million funding agreement between the Council, CERA and the NZ Transport Agency.

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



Project area: Hagley Avenue, St Asaph Street, Tuam Street, Antigua Street, Durham Street, Cambridge Terrace 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 changes for Hospital Corner Stage 2 final layout, including sections of Hagley Avenue, St Asaph Street, Tuam Street and Antigua Street, Durham / Cambridge Terrace – from Kilmore Street to Tuam Street and Manchester Street – from Kilmore Street to Lichfield Street, consistent with the gazetted *An Accessible City* transport chapter and in accordance with the Local Government Act 2002, the Council's Traffic and Parking Bylaw 2008 and Speed Limits Bylaw 2010 as amended by the Ministerial decisions of December 2014.

The Council and CERA would like to know the views of residents and road users when considering the detail of these changes. All feedback will be considered before detailed plans are submitted for Council approval as the Road Controlling Authority.

Along with your comments, elected members must also consider 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, opportunities to address Council directly with your views, and update you on the next phase of the projects' implementation.

**Feedback and comments are being sought during the consultation period from 28 April – 26 May 2015.**

## haveyoursay

[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

### 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](http://www.ccc.govt.nz/haveyoursay)**

By emailing your feedback and any attachments to:  
**[AACtransportprojects@ccc.govt.nz](mailto: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, Tuesday 26 May 2015.**

## Presentations and drop-in sessions

### Saturday 2 May 2015

**11am–2pm**

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

### Monday 4 May 2015

**11am–2pm (Presentation at noon)**

BNZ Lounge, EPIC, 96 Manchester Street

### Thursday 7 May 2015

**2pm–6pm**

Near Hagley Community College  
Library entrance, corner Hagley Avenue and St Asaph Street

### Tuesday 12 May 2015

**3–6pm (Presentation at 4pm)**

Christchurch City Council Civic Offices  
Function Room, 53 Hereford Street

### Saturday 16 May 2015

**11am–2pm**

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

### Wednesday 20 May 2015

**11am–2pm**

BNZ Lounge, EPIC, 96 Manchester Street

## Hospital Corner Stage 2 final layout, including sections of Hagley Avenue, St Asaph Street, Tuam Street, Antigua Street and Montreal Street

### Overview

This is the second and final implementation stage of the west to east one-way road layout conversion of Tuam Street, from Hagley Avenue by the Hospital to just east of Durham Street South. The works include final implementation of the complementary one-way westbound St Asaph Street route through to Hagley Avenue. Changes to sections of Hagley Avenue, Antigua Street and Montreal Street are also included.

The first stage of these basic network changes – Hospital Corner Stage 1 early works – started in late 2014 to support the opening of the new Bus Interchange in mid-2015. The changes also support the separate development of Te Papa Ōtākaro / Avon River Precinct by removing eastbound traffic movements into the city from Oxford Terrace. The works are also being designed to integrate with the significant Christchurch Hospital redevelopment project and new Health Precinct works in the area, and so implementation of the final layout measures, which we are consulting on now, will be scheduled to integrate with those nearby construction activities.

As outlined below, this project proposes to remove a number of existing street

trees and on-street car parking spaces; it also proposes significant new landscaping, 59 new street trees and an enhanced pedestrian and cycling infrastructure. It will also enable construction of the new bus super stop waiting facilities on Tuam Street, together with improved cycle lane and pedestrian facilities in the area, linking in turn with the proposed Te Papa Ōtākaro / Avon River Precinct.

### Tuam Street / Hospital bus super stop:

The proposal will widen this section of Tuam Street and realign traffic lanes to allow for the installation of bus-only lanes between Hagley Avenue and Antigua Street. A bus super stop with comfortable, protected passenger waiting facilities will be created on both sides of Tuam Street between the Canterbury District Health Board's replacement car parking building and its proposed outpatient facility close to the Hospital.

The combined proposals for this section of Tuam Street between Hagley Avenue and Antigua Street will involve the removal of 21 existing trees, these are marked on the consultation plans with red crosses. Two notable English oak trees will need to be removed on the northern side of Tuam Street to make way for the super stop.

A group of nine pin oaks located on the

northern side of Tuam Street require removal. Ten trees are to be removed in total on the southern side of Tuam Street to make way for the bus super stop. Nine of the 10 trees affected by the proposal are protected by the conditions of a prior subdivision resource consent.

The arborist's report is available online at

[www.ccc.govt.nz/AACtransportprojects](http://www.ccc.govt.nz/AACtransportprojects)

### Cycle facilities on Tuam Street, Antigua Street and St Asaph Street:

A complementary shared pedestrian and cycle path and new crossing facilities will be provided on St Asaph Street to the northern frontage of the Metro Sports Facility. These facilities will link the Hagley Avenue crossing to the new Hagley Park shared pathway facility, delivered as part of the earlier works in this area. New cycle and pedestrian facilities on Antigua Street will provide connections with the shared path in Hagley Park to the west, a new separated cycle lane on Tuam Street to the east and Ōtākaro / Avon River to the north. The cycle and pedestrian facilities northwards will connect to the re-opened Antigua Street cycle and pedestrian bridge adjacent to the Antigua Boatsheds.

### A better environment:

The proposal includes the addition of street trees and landscaped beds or rain gardens. These features will visually enhance the streetscape and add to the quality of the urban environment by helping to protect the Te Papa Ōtākaro / Avon River environment from surface water run-off. They will also contribute to bio-diversity in the Central City.



Tuam Street – site of the proposed bus super stop.

The additional planting, including new deciduous broad-leaved lime trees (*Tilia platyphyllos*) will help offset the proposed removal of trees, marked with red crosses on the consultation plans, needed to make way for the Tuam Street road widening and bus super stop.

#### **Linking to the Anchor projects:**

The project is adjacent to Christchurch Hospital, the new Health Precinct, the proposed Metro Sports Facility, Te Papa Ōtākaro / Avon River Precinct and the South Frame. Therefore, the implementation of these works will be dovetailed to provide good connectivity and, importantly, to minimise disruption during construction activities over the next few years in this busy area.

#### **Slow speed environment:**

The streets (except for St Asaph Street and Hagley Avenue) are within the proposed inner speed zone, where the maximum speed will be 30 km/h as set out in *An Accessible City* and the Minister's directed changes to Council bylaws gazetted in December 2014.

#### **On-street parking effects:**

To make space for the enhanced streetscapes, new bus-only lanes and improved pedestrian and cycle facilities, the works will involve the loss of 114 existing on-street parking spaces. The provision of off-street parking options are being explored by the Canterbury District Health Board, and by CERA in relation to the proposed Metro Sports Facility. The proposals seek to maximise the use of the remaining spaces for short stay parking, servicing, disabled and taxi access – and consultation feedback is sought over the detail of these parking changes.

#### **What the works involve:**

The proposed new road works involve sections of new kerb and channel, stormwater changes, reconstruction and resurfacing of the footpaths and carriageway, along with revised road markings and some new sections of shared pathway and cycle facilities. The proposed new streetscape works involve tree planting, rain gardens, new bins and benches, and new street lighting.



*An artist's impression (concept only) of part of the Health Precinct, Te Papa Hauora. Image courtesy of CERA.*



### Proposed key features:

#### For cyclists

- A cycle lane separated from general traffic along the north side of Tuam Street beginning just east of Antigua Street.
- A shared pedestrian and cycle path on the south side of St Asaph Street, connecting to the newly upgraded Hagley Park shared path in the west. New cycle facilities on Antigua Street will connect with Tuam Street in the east, Ōtākaro / Avon River to the north and the proposed Metro Sports Facility frontage to the west and south.
- A shared path on Antigua Street will link with the re-opened Antigua Street pedestrian and cycle bridge adjacent to the Antigua Boatsheds.

#### For bus travellers

- The construction of a bus super stop with comfortable, protected passenger waiting facilities on both sides of Tuam Street outside the proposed new Hospital complex outpatient building.
- A dedicated bus lane on Antigua Street to allow buses to move through to the Tuam Street westbound bus super stop.

#### For drivers

- The corner of Hagley Avenue and Tuam Street is the entry into the proposed 30 km/h slow speed zone. General traffic heading into the Central City has already been redirected to Tuam Street from the former Oxford Terrace / Lichfield Street route. Clear signage and lane markings will direct drivers to the Hospital and local parking facilities. A new 'green wave' (sequence of green lights) will allow a regulated and smooth flow of traffic on Tuam Street eastbound.

#### For pedestrians

- A shared path with cyclists on the south side of St Asaph Street across the frontage of the proposed Metro Sports Facility, connecting with the shared path through Hagley Park, parallel to Hagley Avenue. This new widened path links Hagley / Moorhouse Corner with Hospital Corner.
- More street trees and other improvements to the streetscape.
- Significantly improved crossing facilities, with assistance for people with visual and mobility impairments, will improve access for visitors to the adjacent facilities, especially the Hospital campus. Some of these improvements started with the Hospital Corner Stage 1 early works that began in this area in December 2014.



*Tuam Street facing east. The cycle lane will be separated from traffic by kerbing in the proposed scheme.*

## Features are proposed in each block:

### Tuam Street

- Hagley Avenue to Antigua Street: the western gateway into the new 30 km/h per hour slow speed zone, bus stops provided either side at the new bus super stop on a widened Tuam Street. Two general traffic lanes eastbound, one bus-only lane westbound separated by a planted median strip. Widened footpaths. New street trees and enhanced footpaths, with the removal of 21 existing trees (marked with red crosses on the consultation plans) as affected by the proposed bus super stop and adjacent Hospital outpatient facility development.
- Antigua Street to Durham Street: two eastbound general traffic lanes, on-street parking focused on the south side, with an emphasis on short stay parking availability to support adjacent premises. A physically separated one-way cycle lane from adjacent traffic eastbound, new street trees and enhanced footpaths. A short length of bus-only lane immediately east of Antigua Street.

### Montreal Street

- Two northbound general traffic lanes at mid-block locations, with an additional turning lane south of Tuam Street. Also, new crossing facilities for pedestrians and cyclists together with general traffic access arrangements to accommodate crossing and access activity associated with Te Papa Ōtākaro / Avon River Precinct (a separate project) at Oxford Terrace. On carriageway cycle lanes on the western side.

### Antigua Street

- Oxford Terrace to Tuam Street: one traffic lane in each direction, P5 parking on the west side for the proposed Hospital outpatient facility pick-up and drop-off. A shared pedestrian / cycle path on the east side connected to Te Papa Ōtākaro / Avon River Precinct, a small roundabout on Oxford Terrace, and the re-opened Antigua Street pedestrian and cycle bridge. New street trees and enhanced footpaths.

- Tuam Street to St Asaph Street: one traffic lane in each direction separated by a raised median strip, a northbound bus-only left turn lane onto Tuam Street, a new shared pedestrian and cycle path on the west side, no parking.

### St Asaph Street

- Antigua Street to Hagley Avenue: two general traffic lanes westbound, a new shared pedestrian and cycle path on the south side across the Metro Sports Facility frontage, new street trees and landscaping.
- Additional street trees, landscaping and footpath upgrades, with the proposed removal of three existing small street trees, two of which are in poor health. A further tulip tree, outside Hagley College, is currently being assessed as its health is marginal, according to the arborist.

### Hagley Avenue

- St Asaph Street to Tuam Street: three general lanes northbound (two towards Riccarton Avenue), one lane southbound, new street trees adjacent to St Asaph Street intersection, with enhanced footpaths.

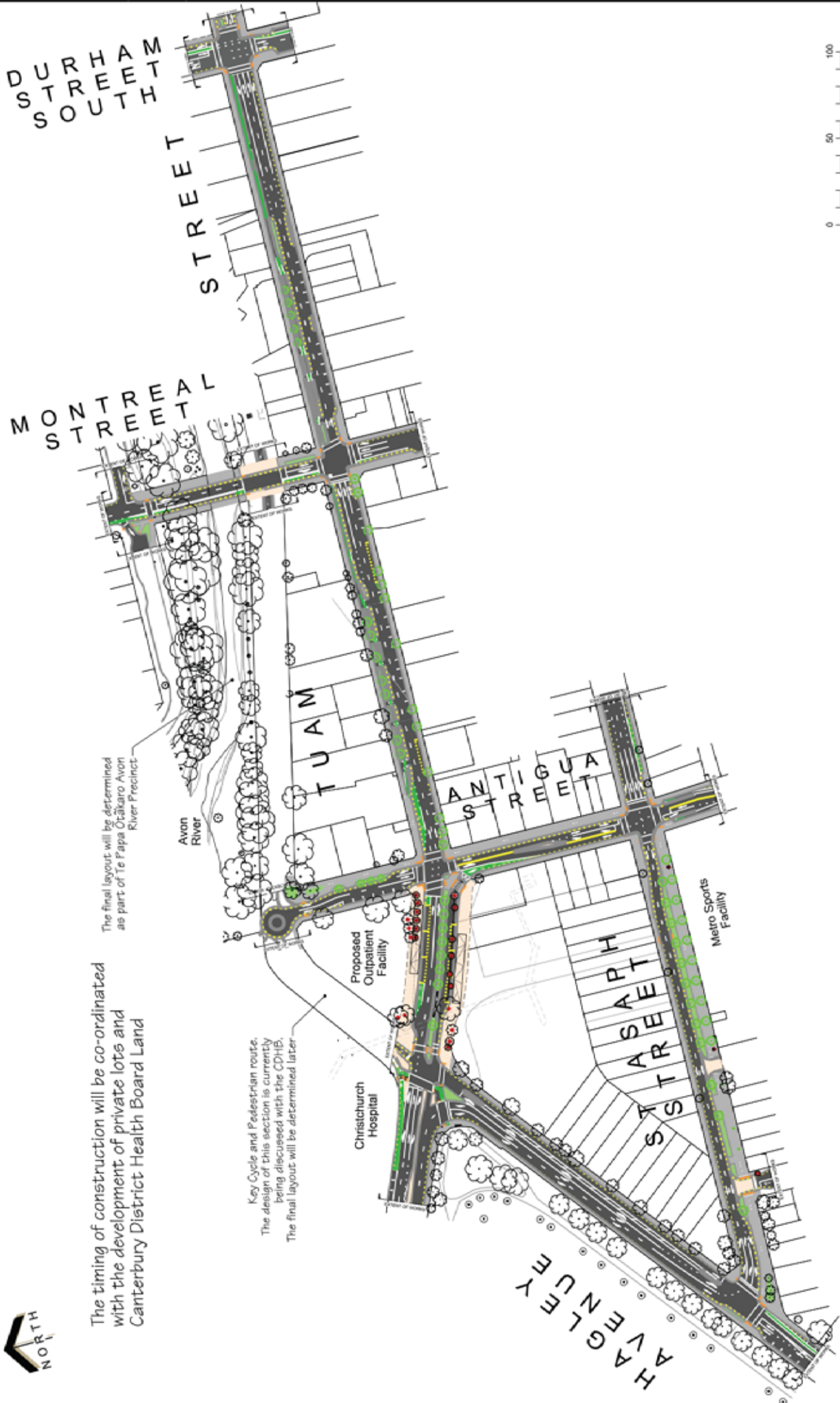


St Asaph Street is adjacent to the Metro Sports Facility site.



Lime Trees (*Tilia platyphyllos*) proposed for Worcester Boulevard, Tuam, St Asaph, Lichfield, Salisbury and Kilmore streets.





The timing of construction will be co-ordinated with the development of private lots and Canterbury District Health Board Land

The final layout will be determined as part of Te Papa Ōtaḱaro Avon River Precinct

Key Cycle and Pedestrian route.  
The design of this section is currently being discussed with the CDHB.  
The final layout will be determined later

Christchurch Hospital

Proposed Outpatient Facility

Metro Sports Facility





HAGLEY AVENUE

EXTENT OF WORKS

EXTENT OF WORKS

TUAM STREET

ST ASAPH STREET

EXTENT OF WORKS

Super Stop Canopy

Metro Sports access arrangement to be determined



KEY	
	Existing Kerb
	Proposed Kerb
	Landscape Area
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Existing Tree to be removed
	Proposed Tree
	Parking P5 P60 - Unless otherwise stated

Join Line See Sheet 2

Original Plan Size: A3  
ISSUE: 1 23/03/2015  
TP340801

Hospital Corner Stage 2 - Final Layout  
An Accessible City  
Consultation Plan







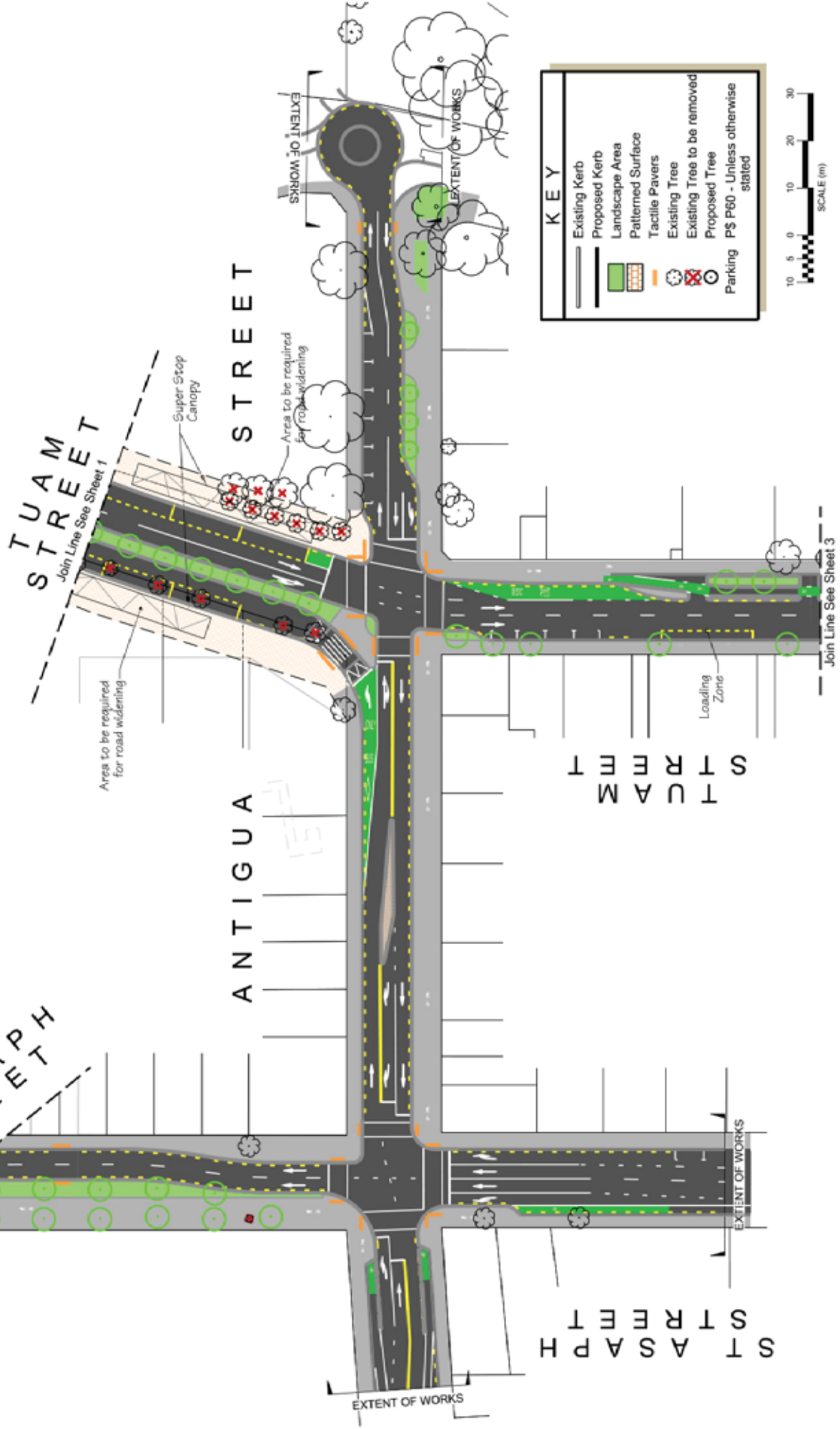
ST ASAPH  
STREET  
Join Line See Sheet 1

TUAM  
STREET  
Join Line See Sheet 1

ANTIGUA  
STREET

ST ASAPH  
STREET

TUAM  
STREET



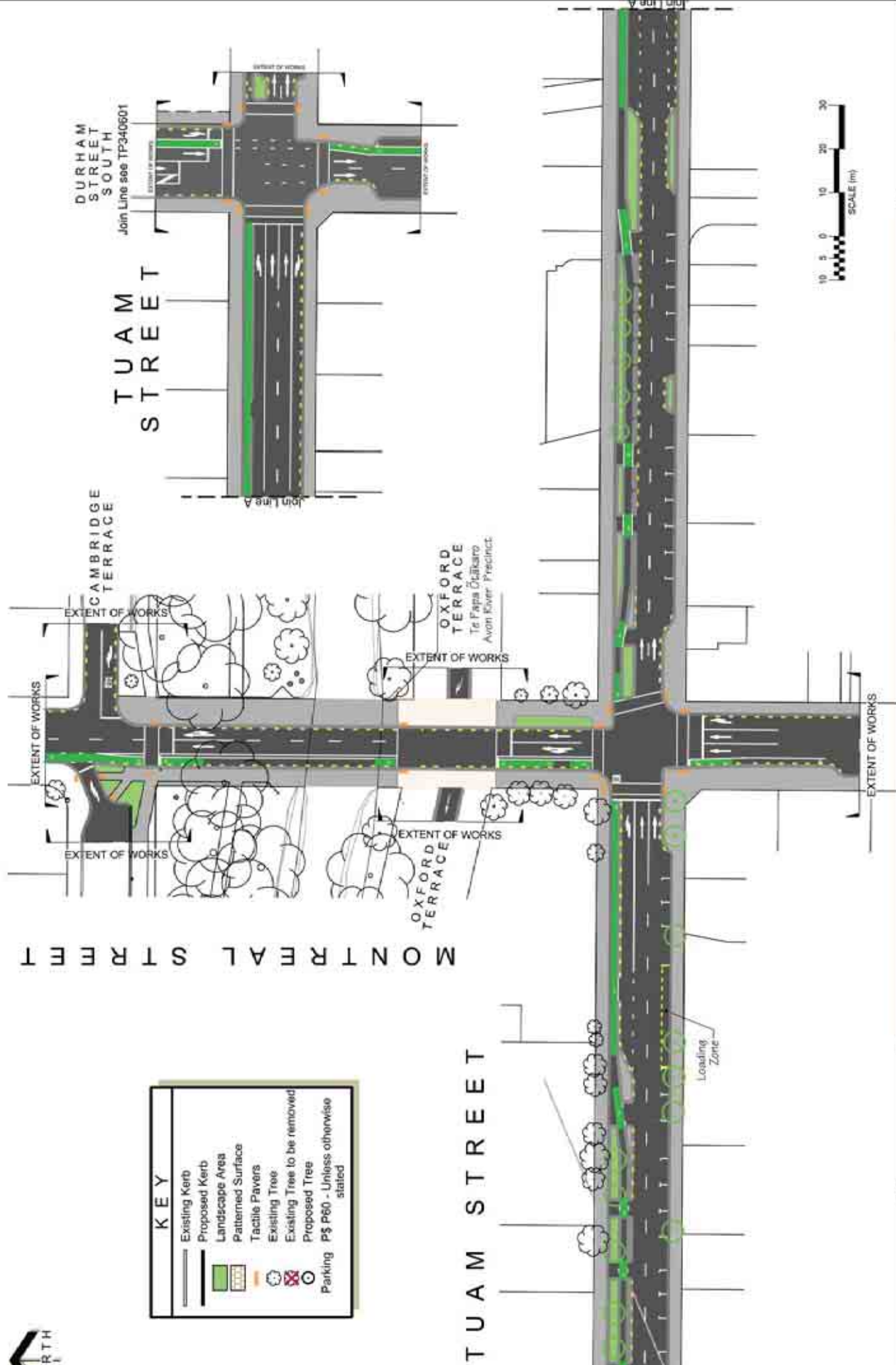
KEY	
	Existing Kerb
	Proposed Kerb
	Landscape Area
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Existing Tree to be removed
	Proposed Tree
	Parking
	PS P60 - Unless otherwise stated





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KEY	
	Existing Kerb
	Proposed Kerb
	Landscape Area
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Existing Tree to be removed
	Proposed Tree
	Parking P5 P60 - Unless otherwise stated











Feedback and comments are being sought during the consultation period from **28 April – 26 May 2015**.

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

**Christchurch**  
City Council

## 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.*

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*Please note: If requested, 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 Team Leader Engagement, telephone 941 8999 or 0800 800 169.*

### ***Presentations and drop-in sessions***

#### **Saturday 2 May 2015**

**11am–2pm**

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

#### **Monday 4 May 2015**

**11am–2pm (Presentation at noon)**

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#### **Thursday 7 May 2015**

**2pm–6pm**

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**3–6pm (Presentation at 4pm)**

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#### **Wednesday 20 May 2015**

**11am–2pm**

BNZ Lounge, EPIC, 96 Manchester Street

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FREEPOST Authority No.178

**Christchurch**  
City Council 

**Free** 



AAC Transport Projects  
Christchurch City Council  
PO Box 73011  
Christchurch 8154

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*Photograph:* Riccarton Avenue leading onto Tuam Street and Oxford Terrace.

# Durham Street / Cambridge Terrace – from Kilmore Street to Tuam Street

## Overview

This transport project enhances the streetscape of the primarily one-way main distributor route of Durham Street and Cambridge Terrace between Kilmore and Tuam streets. The project introduces the slow speed environment of the inner Central City and integrates the street closely with the adjacent Te Papa Ōtākaro / Avon River Precinct.

### Enhanced one-way street network:

Durham Street is currently one-way and forms part of a western north-south one-way main distributor street pairing with Montreal Street (carrying northbound traffic). An essential component of the travel network in the Central City, Durham Street remains a one-way corridor for the majority of its length as indicated in *An Accessible City*, with two southbound general traffic lanes throughout, supplemented by turning lanes at some intersections.

### A new two-way section to access Retail Precinct car parks in Lichfield Street and to service Oxford Terrace:

The only section that will significantly differ from the existing network layout is the section between Tuam Street and Lichfield Street. Here, a new northbound traffic lane will link traffic from the new one-way Tuam Street to the new car parking buildings off Lichfield Street, as well as providing convenient access to properties fronting Oxford Terrace just west of there.

### Slow speed environment:

The Durham Street / Cambridge Terrace corridor being enhanced with these works is within the proposed new inner city low speed zone, where the maximum speed will be 30 kilometre per hour as set out in *An Accessible City* and the Minister's directed changes to Council bylaws of December 2014.

### Linking to the adjacent land uses:

The transport project is adjacent to the Te Papa Ōtākaro / Avon River Precinct, the Park of Remembrance, the Justice and Emergency Services Precinct and the historic Canterbury Provincial Council Buildings. Design proposals have paid particular attention to ensuring sympathetic visual and physical links to these significant places, as well as protection of the majority of existing trees along the street.

Particular care has been taken to minimise the impact on mature tree specimens located along the corridor. Three trees – one at 280 Durham Street North and two at Lichfield Street – will require removal to accommodate these works and are marked on the consultation plans with red crosses. Two additional trees – at 293 Durham Street North and 1/93 Cambridge Terrace – may need to be removed if excavation of existing kerb and channel destabilises them. Thirty-eight new trees are proposed to be planted throughout the corridor and the indicative locations for these (subject to detailed design) are shown on the concept plans.

The Cambridge Terrace / Durham Street corridor has a number of large mature trees along its eastern side. While the works don't require their removal, seven trees will need specific design work to protect the area around their roots and a further 27 trees will require care during construction to avoid unnecessary compaction of their root zones.

### What the works involve:

- The proposed new road works involve sections of new kerb and channel, stormwater changes, reconstruction and resurfacing of the footpath and carriageway, along with new road markings.
- The proposed streetscape works involve the introduction of additional street trees, rain gardens or landscaped beds, new bins and benches, and new street lighting.
- Eighty existing on-street parking spaces will need to be removed to enable improved facilities for pedestrians and cyclists and improved landscaping with passive stormwater treatment on the corridor. As with the other *An Accessible City* transport projects, the design seeks to minimise these losses as much as possible. Effects on existing on-street parking and servicing capability to local land uses will be made clear through the consultation drawings and community drop-in sessions.

### Features of the Durham Street / Cambridge Terrace project:

#### For pedestrians and cyclists

- A new two-way 4 metre-wide shared path adjacent to the Te Papa Ōtākaro / Avon River Precinct connecting with the cycle lanes and shared facilities at Antigua Street, Tuam Street and around the west side of the Ōtākaro / Avon River.
- Wider footpaths, and integration with Te Papa Ōtākaro / Avon River Precinct walkways and the Promenade on the other side of the river.
- Safe crossings over the corridor, which will have a 30 kilometre per hour speed limit throughout, for pedestrians, cyclists, buses and trams.
- Shorter crossings at intersections through the creation of build-outs and pedestrian refuges.



**For drivers**

- Widening of the road corridor adjacent to the Justice and Emergency Services Precinct to allow the creation of a new northbound traffic lane, linking the new Tuam Street one-way route to the new car parking buildings on Lichfield Street. Convenient servicing access will also be provided for Oxford Terrace premises west of Durham Street.
- Approximately 80 existing parking spaces will be removed to enable improved facilities for pedestrians and cyclists and improved landscaping and tree plantings. The majority of the remaining parking spaces will be prioritised for short stay parking, servicing, and disabled access.
- A safer journey alongside the river, with clear signage and lane markings, and with the traffic signals 'green wave' set for the lower 30 kilometre per hour travel speed.

**For the environment**

- Deciduous tulip trees (*Liriodendron tulipifera*), both existing and new, will provide shade, in the summer months, while allowing light and sun through in the winter months. Planting of additional new street trees, with the loss of three existing specimens (shown with red crosses on the consultation plans).
- New landscaped beds or, where possible, rain gardens to treat stormwater run-off from the roads before the contaminants get into Te Papa Ōtākaro / Avon River.

**Features proposed in each block of Durham Street / Cambridge Terrace:****Kilmore Street to Armagh Street:**

Two southbound general traffic lanes, on-street parking, an on-road cycle lane on the east side and footpaths.

**Armagh Street to Gloucester Street:**

Two southbound general traffic lanes, a 4 metre-wide shared pedestrian and cycle path on the east side along the frontage of the Canterbury Provincial Council Buildings and a 3 metre-wide footpath on the west side. P10 parking space to support future activities at the Canterbury

Provincial Council Buildings. Removal of one existing tree at the Gloucester Street intersection.

**Gloucester Street to Worcester Street:**

Two southbound general traffic lanes, a 4 metre-wide shared pedestrian and cycle path on the east side, on-street parking on the west side, and footpaths.

**Worcester Street to Cashel Street:**

Two southbound general traffic lanes, a 4 metre-wide shared pedestrian and cycle path on the east side, on-street parking on the west side and footpaths. Additional street trees.

**Cashel Street to Lichfield Street:**

Two southbound general traffic lanes with an on-road southbound cycle lane south of Cashel Street (where the main cycle route joins with the Te Papa Ōtākaro / Avon River route westwards), a new signalised crossing point mid-block to connect to Te Papa Ōtākaro / Avon River Precinct.

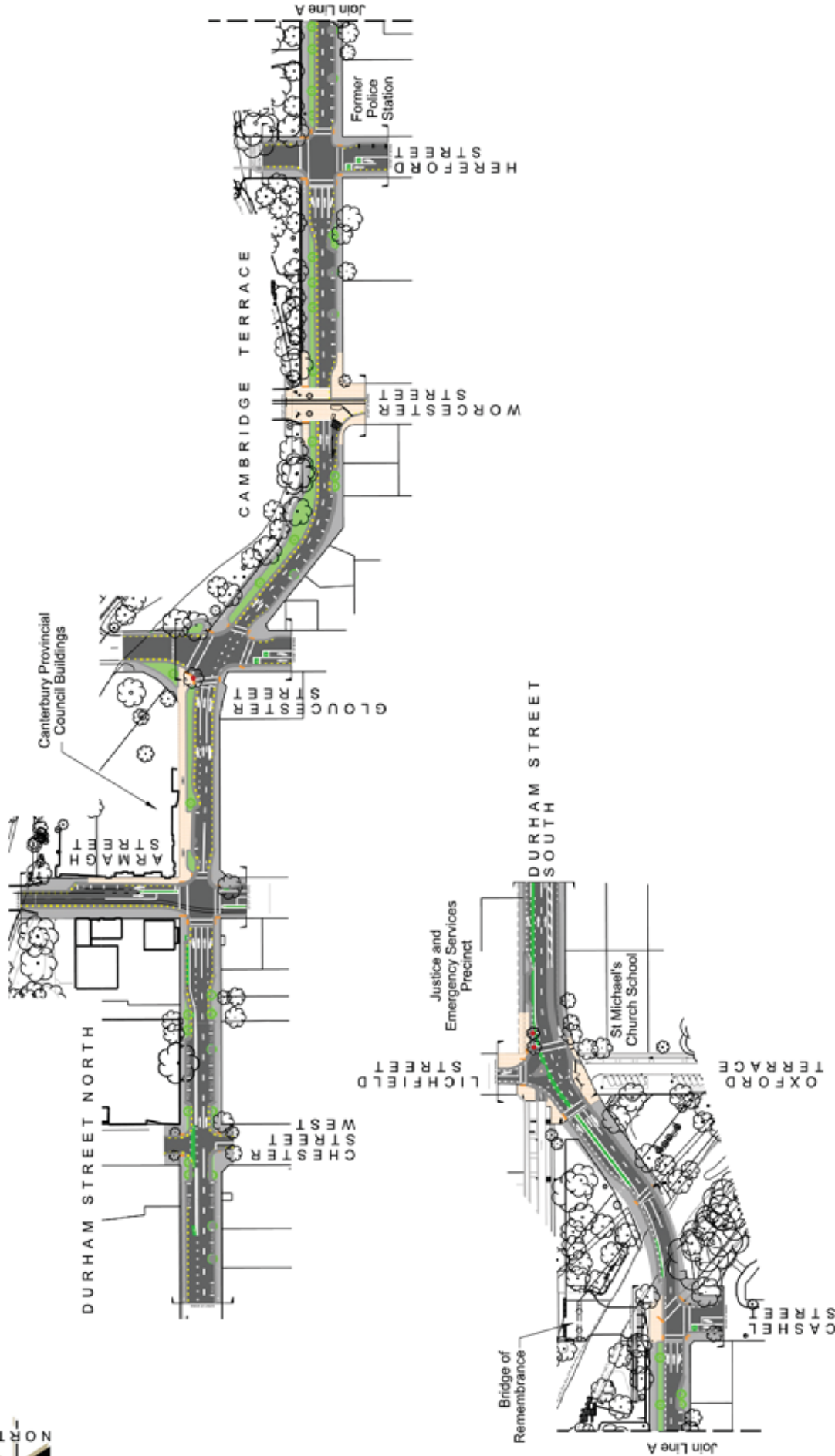
**Lichfield Street to Tuam Street:**

Two southbound general traffic lanes, a new single northbound general traffic lane, on-road southbound cycle lane and footpaths. Removal of two existing trees south of the Lichfield Street intersection.



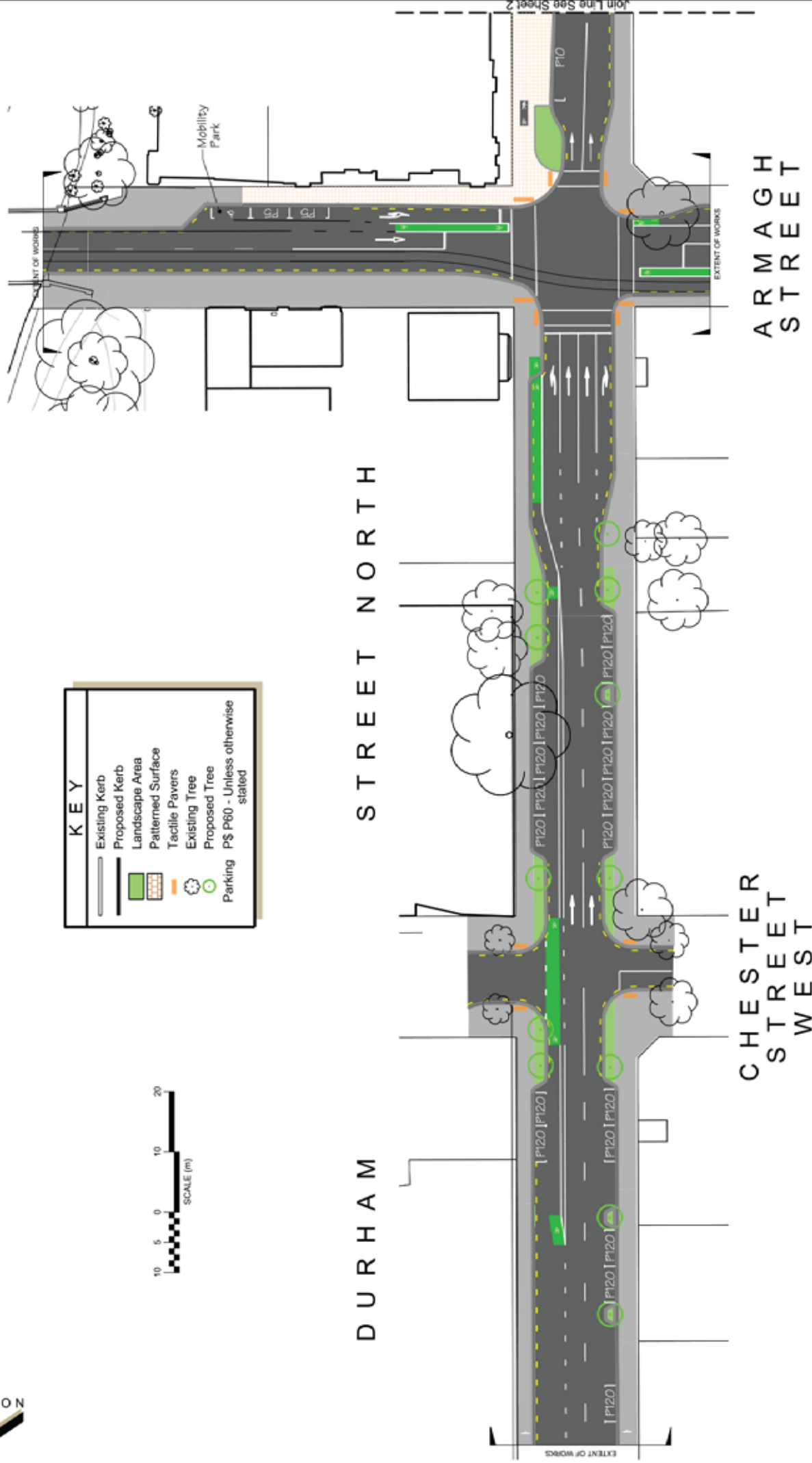
The Durham Street South intersection with Tuam Street. A new single northbound lane will allow traffic to access St Michael and All Angels Church and School on Oxford Terrace, and new Lichfield Street car parking facilities servicing the Retail Precinct.





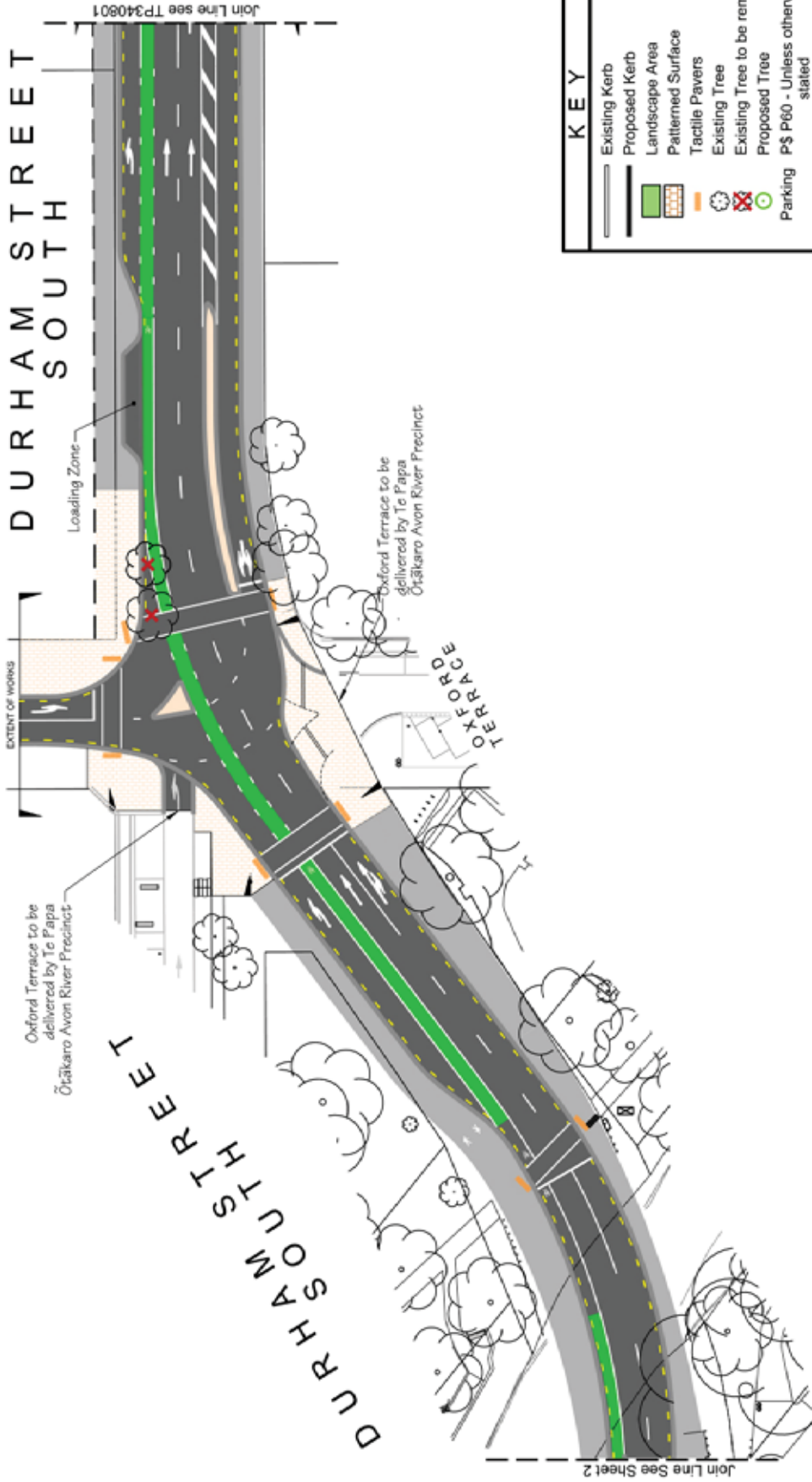


KEY	
	Existing Kerb
	Proposed Kerb
	Landscape Area
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Proposed Tree
	Parking
	P60 - Unless otherwise stated









KEY	
	Existing Kerb
	Proposed Kerb
	Landscape Area
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Existing Tree to be removed
	Proposed Tree
	Parking P\$ P60 - Unless otherwise stated









## 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.*

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*Please note: If requested, 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 Team Leader Engagement, telephone 941 8999 or 0800 800 169.*

### ***Presentations and drop-in sessions***

#### **Saturday 2 May 2015**

**11am–2pm**

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

#### **Monday 4 May 2015**

**11am–2pm (Presentation at noon)**

BNZ Lounge, EPIC, 96 Manchester Street

#### **Thursday 7 May 2015**

**2pm–6pm**

Near Hagley Community College Library entrance, corner Hagley Avenue and St Asaph Street

#### **Tuesday 12 May 2015**

**3–6pm (Presentation at 4pm)**

Christchurch City Council Civic Offices Function Room, 53 Hereford Street

#### **Saturday 16 May 2015**

**11am–2pm**

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

#### **Wednesday 20 May 2015**

**11am–2pm**

BNZ Lounge, EPIC, 96 Manchester Street

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**Free**

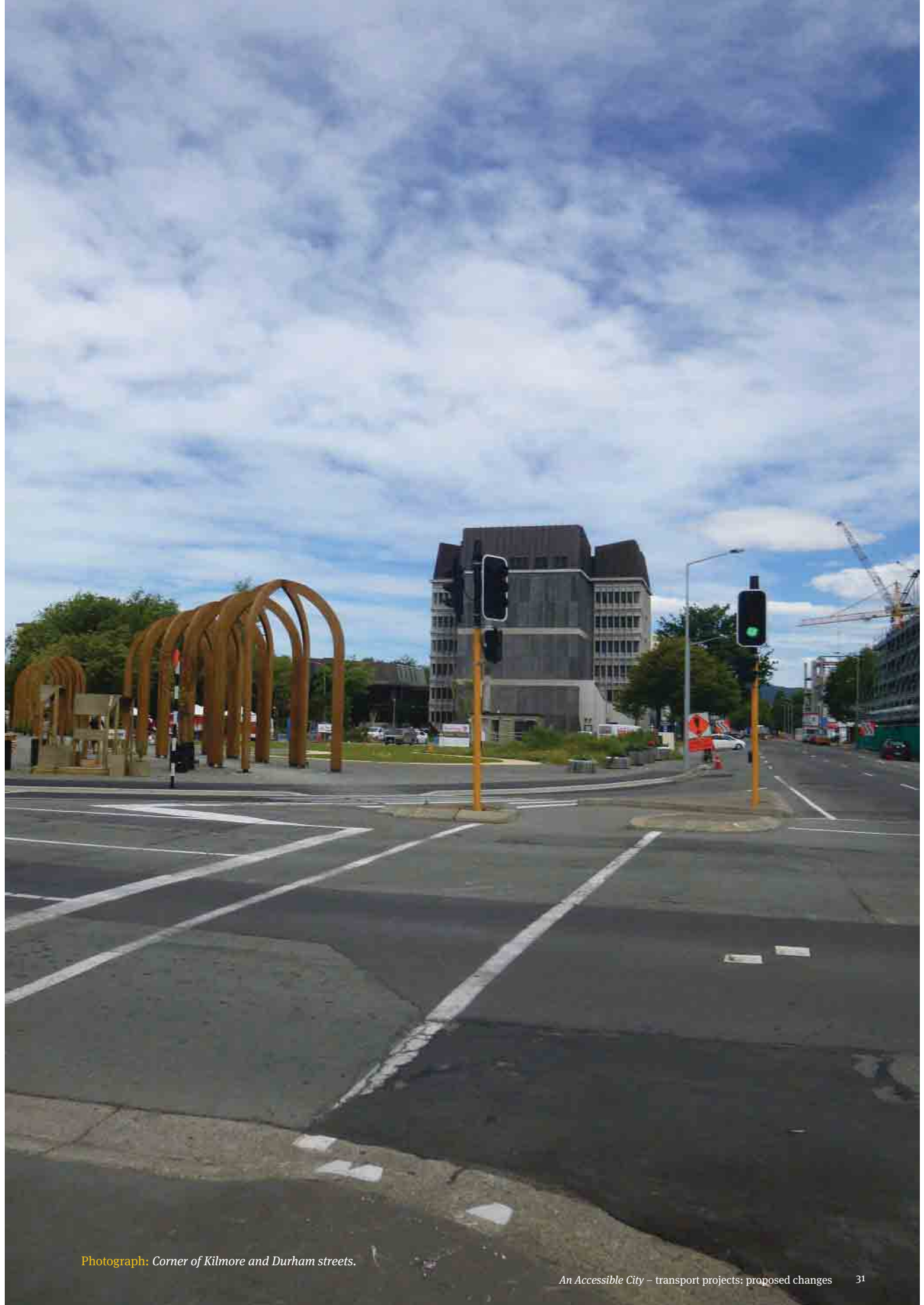


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Christchurch 8154

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Photograph: Corner of Kilmore and Durham streets.



# Manchester Street – from Kilmore Street to Lichfield Street

## Overview

### A new Central City boulevard:

This project seeks to establish Manchester Street as a widened tree-lined boulevard adjacent to the East Frame, with priority for buses and high quality public spaces, along with vehicle access to local properties.

The proposed planting of 149 tulip trees (*Liriodendron tulipifera*) in three rows will make it one of the most attractive streets in central Christchurch. To create this tree-lined boulevard, and ensure room for buses and pedestrians, Manchester Street will be widened by 9 metres (to 29 metres) between Armagh and Lichfield streets, and will integrate closely to the adjacent East Frame.

### A key bus route:

Manchester Street will become the main north-south public transport ‘spine’ for the Central City bus network between the new Bus Interchange on Lichfield Street (operating from mid-2015) and Kilmore Street, with key bus routes joining at Hereford Street and Gloucester Street.

It will include a staggered high quality bus super stop on Manchester Street either side of Worcester Street that will have real time information and safe, comfortable waiting areas. The design of the super stop shelters, still being developed, will take into account existing and planned frontages. An artist’s impression of what these may look like is shown on page 33.

The design is based on *An Accessible City*’s road use hierarchy, whereby general traffic from the Avenues and eastern side of the Central City uses the main distributor streets of Madras Street or Barbadoes Street, and the east-west distributors of Gloucester Street and Hereford Street, to access destinations in the city centre.

Turning movements on Manchester Street are retained at the intersections with the local distributor streets of Gloucester, Hereford and Lichfield (west), but are restricted at other intersections to allow priority for buses and the most efficient use of the travel network.

The proposed scheme design uses traffic signal controls at a number of the intersections and adjacent to the new bus super stop to ensure northbound and southbound buses have priority over general traffic movements. This signal control is necessary to ensure these important bus services offer passenger journey reliability and predictable travel times along the new Manchester Street to and from the new Bus Interchange accessed via Lichfield Street.

### Northern gateway to the Central City core and boulevard:

The northern gateway at Kilmore Street borders the Te Papa Ōtākaro / Avon River Precinct and the Margaret Mahy Family Playground. This provides the entry to the slow core (with a speed limit of 30 km/h) and the Te Papa Ōtākaro / Avon River Precinct Promenade, where cyclists mix with traffic and pedestrians have priority.

### Southern gateway to the boulevard:

Located at the Lichfield / High / Manchester Street intersection, a

threshold to the boulevard – with a triple line of trees – signals you are entering the new boulevard environment.

### Slow speed environment:

Manchester Street is within the inner zone, where the maximum speed will be 30 km/h throughout the boulevard section, as set out in *An Accessible City* and the Minister’s directed changes to Council bylaws in late 2014.

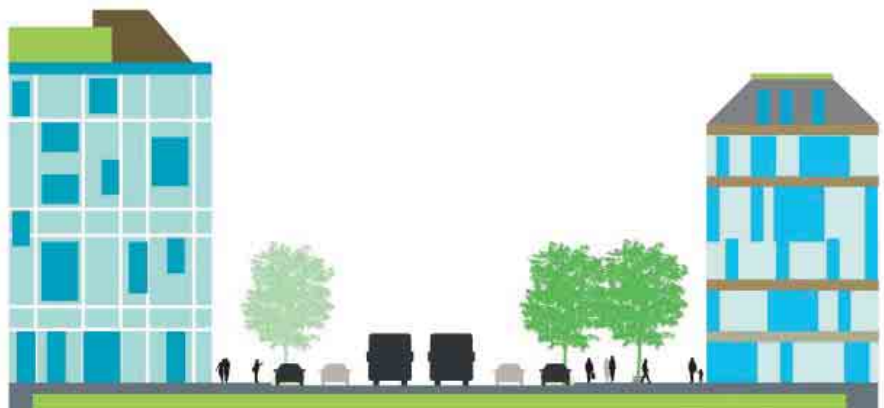
### Cycle lanes:

The main north-to-south cycle route in the eastern part of the central city is along Colombo Street and through the new East Frame; these routes in turn connect to the wider cycle network for the city. The Manchester Street proposals include a wide, shared path for local pedestrian and cycle movements on the eastern side of the corridor.

On-road separated cycle lanes between Kilmore Street and Cambridge Terrace will connect with the Te Papa Ōtākaro / Avon River Precinct shared path.

### Balancing on-street parking and servicing with a high quality street environment:

The proposals for Manchester Street maintain the vision of *An Accessible City* – a green, distinctive, people-focused Central City – that many people



Proposed cross section of Manchester Street between Hereford Street and Cashel Street.

asked for through the Council-led 2011 'Share an Idea' campaign. This includes finding an appropriate balance between on-street car parking and access, and provision of better public transport, pedestrian and environmental features to make Manchester Street a desirable place to visit. Fifty-one existing parking spaces on this section of Manchester Street will be removed to accommodate wider footpaths, three rows of trees and bus priority lanes and bus super stop facilities. The remaining on-street parking will be prioritised for short stay parking, servicing and loading and mobility access spaces.

### Proposed key features for Manchester Street:

#### For bus travellers

- Dedicated bus lanes were included in recent Amendments to the Christchurch City Council Traffic and Parking Bylaw 2008 announced by the Minister on 11 December 2014. Southbound bus-only lanes will be established on a number of street sections between Armagh and Lichfield streets. Northbound lanes will be provided from Lichfield to Hereford streets.
- Lichfield Street to Hereford Street will be four general traffic lanes, with a dedicated bus lane each way – improving bus journey time reliability to and from the new Bus Interchange on Lichfield Street.



*An artist's impression of a bus super stop shelter in Manchester Street.*

- The dedicated bus priority facilities between Armagh Street and Lichfield Street, including a bus super stop, will aid public transport reliability, while still providing local access and connectivity for cars and cycles.
- Priority at traffic signals at Hereford and Gloucester streets for buses leaving the bus super stop will be provided to help keep buses to scheduled times.

#### For drivers

- Some limited on-street car parking and service access will be provided along Manchester Street. The number of parking spaces will be reduced by 51 spaces to create a more desirable streetscape and to support bus priority measures. New street trees will be planted as part of the boulevard and landscaped beds or rain gardens also feature in the proposed designs.

- Clear and simple lanes and signage will guide travellers to their local destination.
- The works reduce the volume of general traffic on Manchester Street to deliver bus priority, while still providing for local access needs for shoppers and property owners.
- Vehicle movement turns are proposed to be restricted at:
  - \* Manchester Street southbound – removal of right turn into Armagh Street (westbound).
  - \* Manchester Street northbound – removal of right turn into Armagh Street (eastbound).
  - \* Manchester Street southbound – removal of right turn into Worcester Street (westbound).
  - \* Manchester Street northbound – removal of right turn into Worcester Street (eastbound).
  - \* Manchester Street southbound – removal of right turn into Cashel Street (westbound).
  - \* Manchester Street northbound – removal of right turn into Cashel Street (eastbound).
  - \* Manchester Street southbound – continued no right turn into High Street.
- There will be a physically divided central median between Hereford Street and Lichfield Street, resulting in restricted left-in / left-out only access.



*Proposed cross section of a widened Manchester Street designed to accommodate the staggered bus super stop between Gloucester Street and Hereford Street.*

### For cyclists

- Separated on-road cycle lanes north and southbound between Kilmore Street and Cambridge Terrace will connect with the Te Papa Ōtākaro / Avon River Precinct shared path, including a signalised crossing point for pedestrians and cyclists at Cambridge Terrace.
- A new local shared path, which provides access for cyclists and pedestrians, along the widened eastern side footpath from Cambridge Terrace to Lichfield Street (through the bus super stop).
- Colombo Street nearby will also serve as a key north-south cycle route. A new main, largely traffic-free, cycle route will be created through the East Frame's linear park.
- Cycle parks will be provided near the bus super stop.

### For pedestrians

- Cambridge Terrace to Armagh Street. A pedestrian island will connect Oxford Terrace with the new Margaret Mahy Family Playground.
- A boulevard-type streetscape with shade provided by three rows of new street trees from Armagh Street to Lichfield Street.
- Vehicle speed is restricted to 30 km/h to make the street more pleasant to walk along and easier for pedestrians to cross to visit the homes and shops along the street.
- Shorter pedestrian crossings at some intersections through the creation of build-outs and pedestrian refuges.

### For the environment

- Deciduous tulip trees will provide shade, in the summer months, while allowing light and sun through in the winter months.
- New landscaped beds or, where possible, rain gardens to treat stormwater run-off from the roads before the contaminants get into the Ōtākaro / Avon River.

### What the works involve

- The proposed new road works involve sections of new kerb and channel, stormwater changes, reconstruction and resurfacing of the footpath and carriageway, along with revised road markings and traffic signals.
- Proposed new streetscape works involve the introduction of a substantial number of new trees, with landscaped beds or rain gardens, new rubbish bins, benches and street lighting.

- To accommodate the proposed road layout, 14 trees will require removal, these are marked on the consultation plan with red crosses. Seven of these trees are existing street trees while a further seven are on land acquired by the Christchurch Central Development Unit to widen Manchester Street. These trees are all classified as being in 'fair' to 'poor' overall condition. A further two trees (at 245 and 221 Manchester Street) may require removal. Both trees are classified as being in 'poor' overall condition. In addition, two notable trees that are part of the Edmonds Poplars Avenue will require specific design work to avoid damage during construction works. A further six trees will require care to avoid compaction during construction.
- Uniform widening of the road corridor between Armagh Street and Lichfield Street into the East Frame by 9 metres.
- Creation of the new bus priority measures and new bus super stop facilities.



*Tulip Trees (Liriodendron tulipifera) proposed for Manchester Street, Worcester Boulevard, Tuam, St Asaph, Lichfield, Salisbury and Kilmore streets.*



## Features proposed in each block along Manchester Street:

### Kilmore Street to Cambridge Terrace:

One general traffic lane in each direction, new street trees on the west side, on-street parking on the west side, on-road cycle lanes in each direction (as previously) and 3 metre-wide footpaths.

### Cambridge Terrace to Armagh Street:

One general traffic lane in each direction with 4 metre-wide footpaths, a link at the Armagh Street intersection to the major cycle route in the East Frame and a pedestrian refuge to connect with the Margaret Mahy Family Playground. New trees on both sides of these streets, near Armagh Street.

### Armagh Street to Gloucester Street:

One general traffic lane in each direction plus a dedicated bus lane for southbound buses, on-street parking on the west side, three new rows of street trees, 5 metre-wide footpaths and a shared pedestrian/cycle path on the east side. Twelve trees will be removed in this block on the eastern side.

### Gloucester Street to Hereford Street:

New bus super stops either side of Worcester Street: the northbound stop is located south of Worcester Street and the southbound stop is located north of Worcester Street. The bus stops and enclosed passenger waiting areas are off-set from each other to reduce the visual impact of buses stopping in the area, i.e. so buses do not visually dominate the boulevard. It also increases the ability of passengers waiting at bus super stops to see one another which contributes to safety and crime prevention. The off-set stops also allow sufficient width for traffic lanes along with wider footpaths and new tree plantings. Both bus super stops are positioned to support the flow of pedestrians into The Square via Worcester

Street, helping to draw people into The Square as a welcoming venue for locals and visitors. A general traffic lane in each direction with traffic signals which give buses priority as they leave the bus super stop. Limited on-street parking on the opposite side to the bus super stop shelters, wide footpaths and three rows of street trees. One tree will be removed on the corner of Gloucester and Manchester streets.

### Hereford Street to Lichfield Street:

One general traffic lane and a dedicated bus lane in each direction, on-street parking on both sides, footpaths and three rows of street trees.

One tree will be removed on the corner of Cashel and Manchester streets. Provision of a narrow, divided (kerbed) central median for the majority of the street section in order to ensure bus priority. Access to High Street and individual frontage premises on the western side of the corridor will be restricted to left in / left out only. The existing Bedford Row access to the temporary parking area there will be affected by future development of the East Frame.

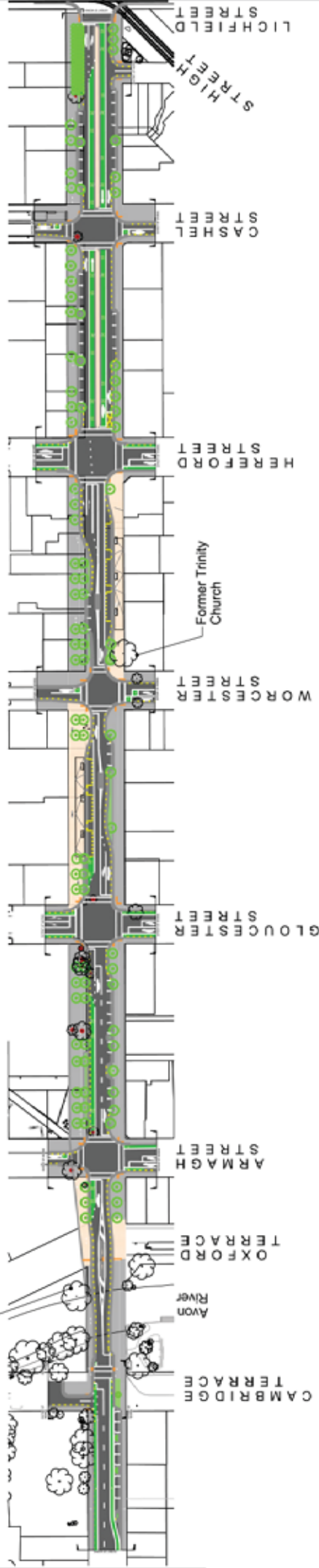


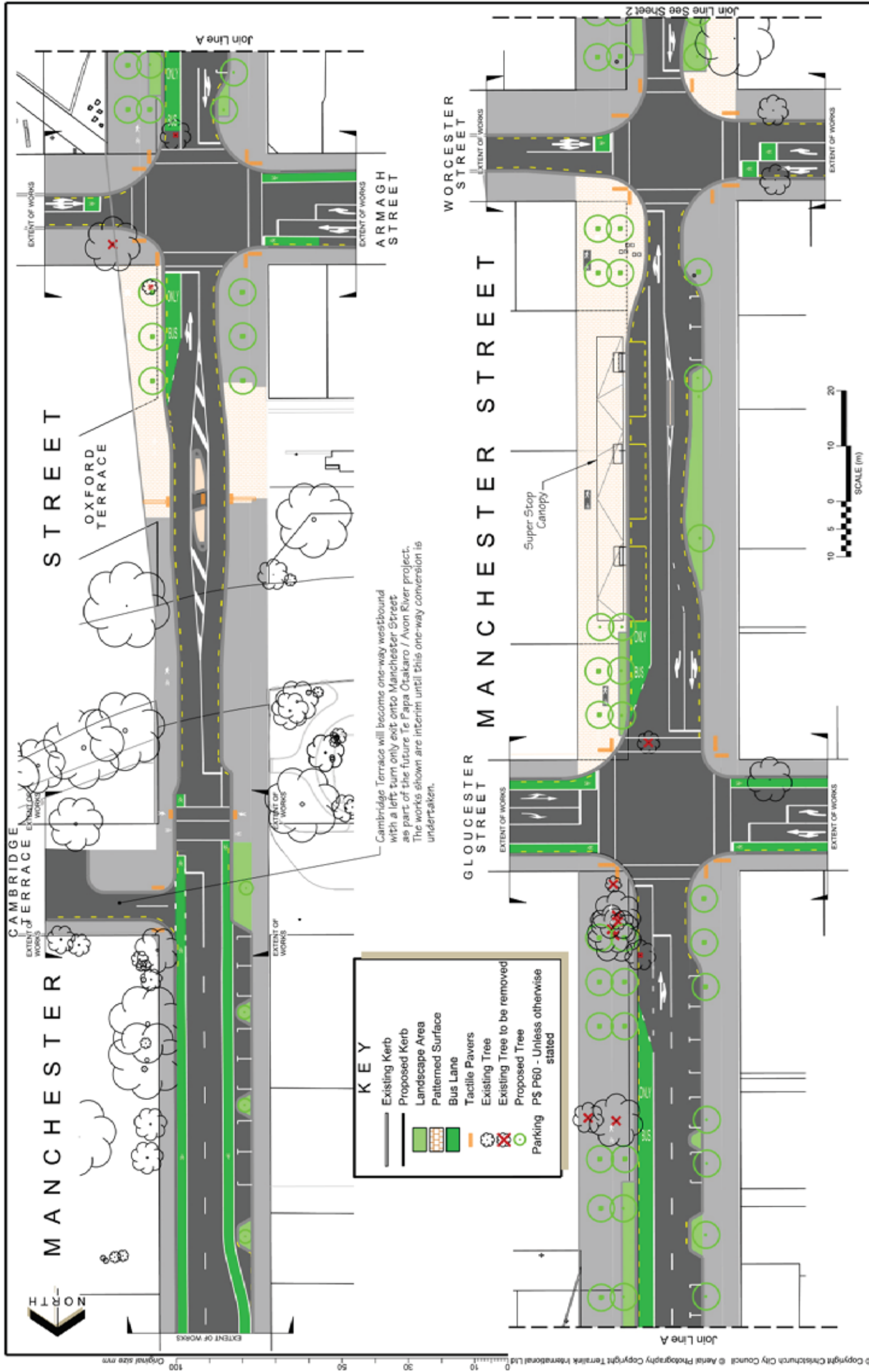
Manchester Street near Ōtākaro / Avon River.



# MANCHESTER STREET

Proposed Margaret Mahy Family Playground

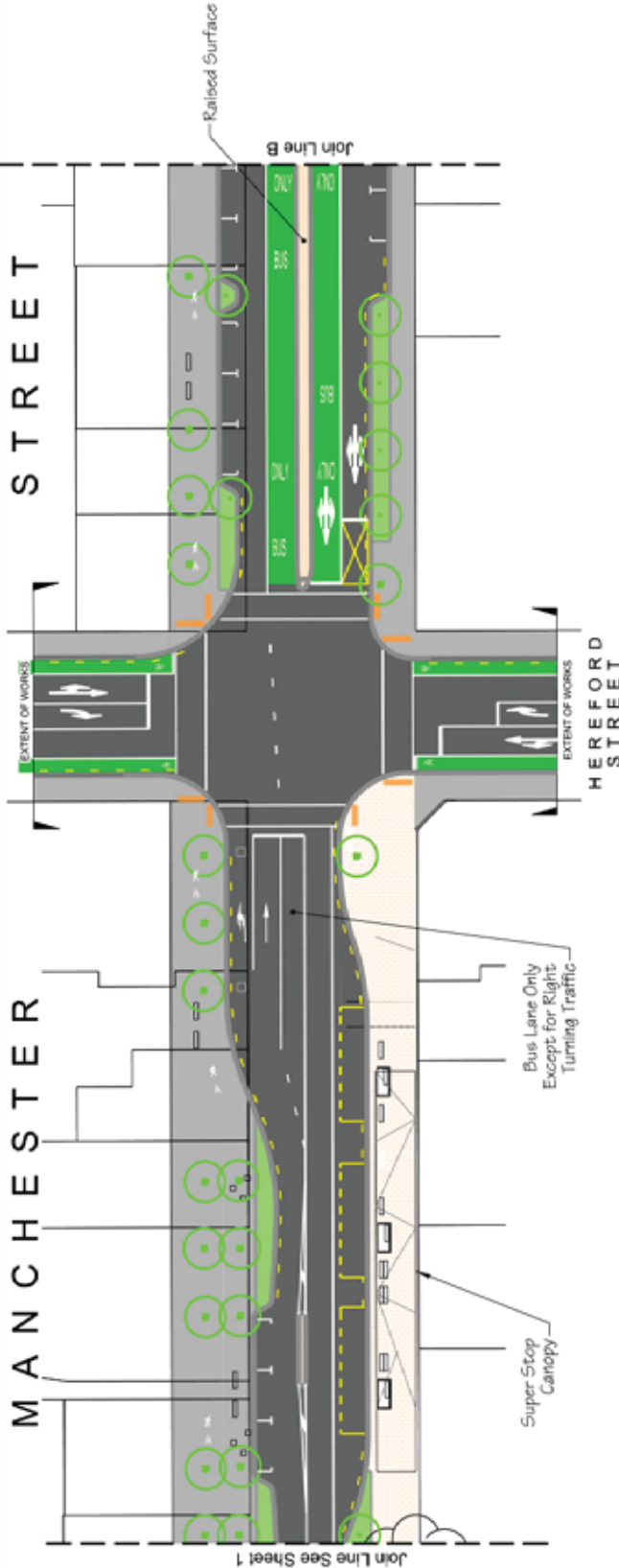




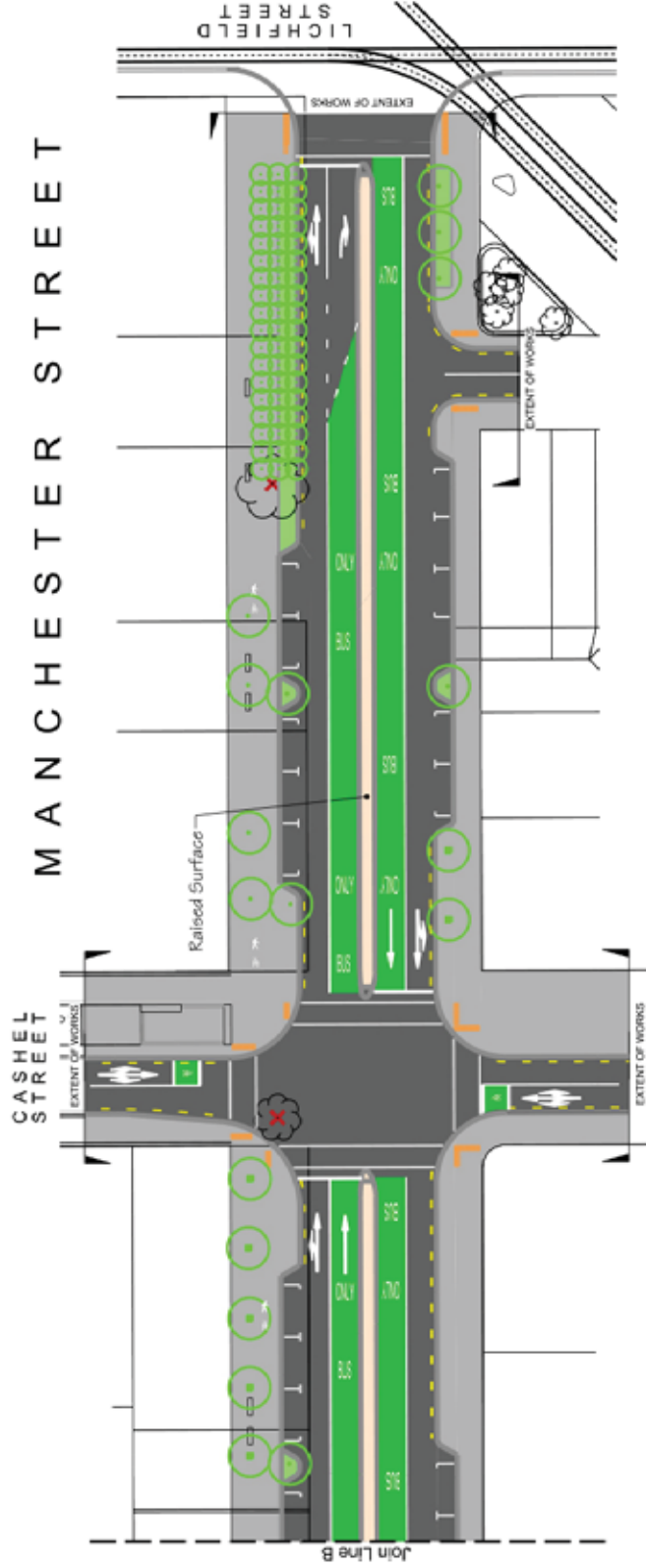




# MANCHESTER STREET



# MANCHESTER STREET



## KEY

- Existing Kerb
- Proposed Kerb
- Landscaped Area
- Patterned Surface
- Bus Lane
- Tactile Pavers
- Existing Tree
- Existing Tree to be removed
- Proposed Tree
- Parking P60 - Unless otherwise stated





Feedback and comments are being sought during the consultation period from **28 April – 26 May 2015.**

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

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**Christchurch**  
City Council

## Contact details

Name: \_\_\_\_\_

Organisation (if representing): \_\_\_\_\_

Organisation role: \_\_\_\_\_

Postal address: \_\_\_\_\_

Post code: \_\_\_\_\_ Phone: \_\_\_\_\_ (home/work/mobile)

Email (if applicable): \_\_\_\_\_

Date: \_\_\_\_\_

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City Council 

**Free** 

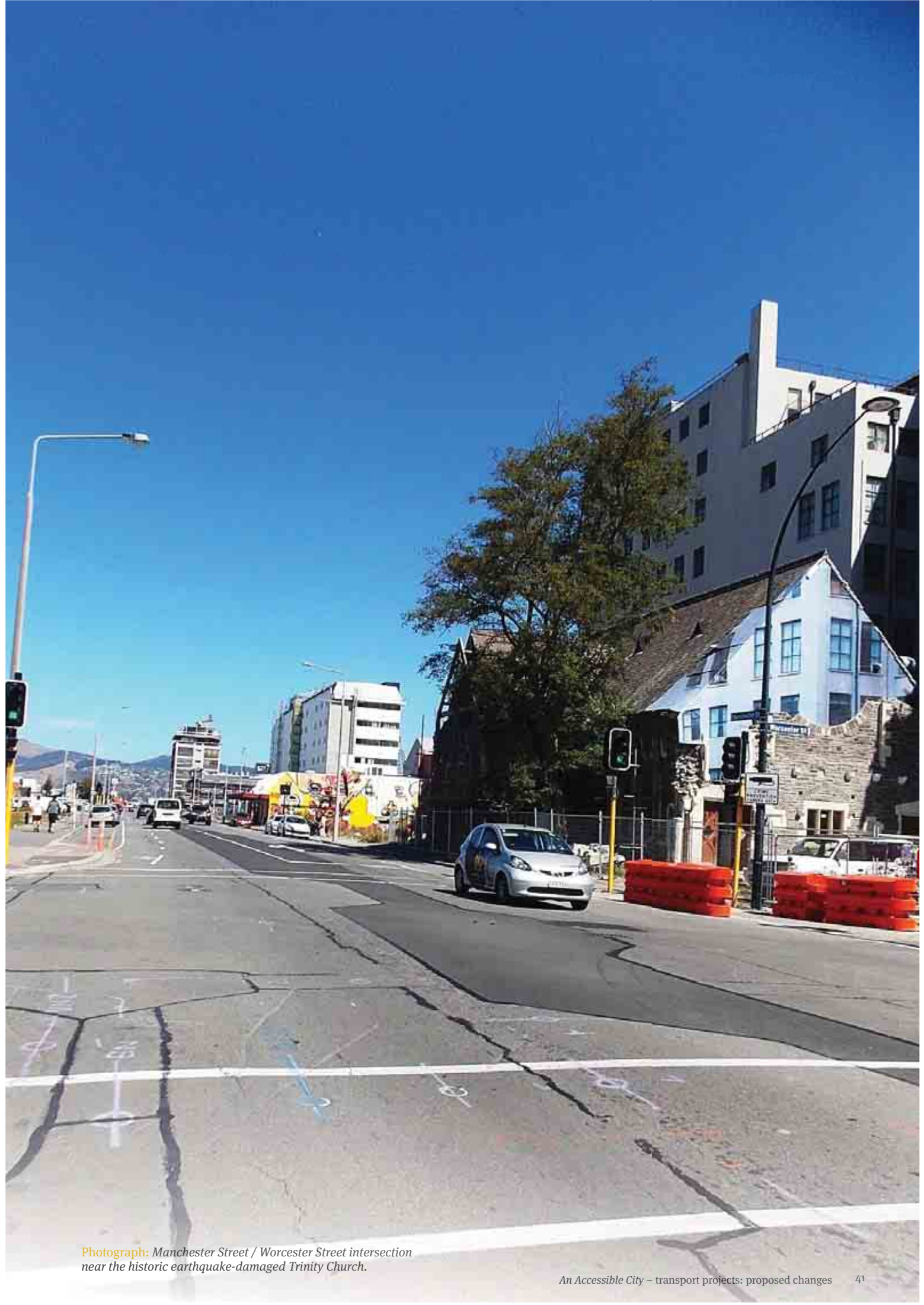


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AAC Transport Projects  
Christchurch City Council  
PO Box 73011  
Christchurch 8154







Photograph: Manchester Street / Worcester Street intersection near the historic earthquake-damaged Trinity Church.

## Frequently asked questions

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### What is changing?

These proposed transport projects focus on three groups of streets within the Central City: Tuam Street, Hagley Avenue, St Asaph Street, Antigua and Montreal streets near Christchurch Hospital; Durham Street between Kilmore and Tuam streets (including a section of Cambridge Terrace); and Manchester Street (between Kilmore and Lichfield streets).

Manchester Street is being widened in association with the East Frame development to provide for greater bus priority and a new tree-lined boulevard.

Durham Street / Cambridge Terrace is being redesigned to provide a better slower speed environment for cyclists and pedestrians and to link with the Te Papa Ōtākaro / Avon River Precinct. The new design will support the proposed reduced speed limit of 30 km/h and there will be additional tree planting.

Tuam Street is being widened near the Christchurch Hospital to make way for the new bus super stop which will service the Hospital, the Health Precinct and nearby Metro Sports Facility.

All the streets will have greener, improved or new public spaces which encourage people to come and enjoy the Central City.

Some of the proposals, notably the widening of Tuam Street near the bus super stop require the removal of some existing street trees. The proposals aim to both replace these losses and provide additional street trees with each scheme.

Each project reduces a number of on-street parking spaces.

### Overall, how do the changes support the new Central City travel network?

The proposed changes, along with early transport projects which started in late 2014 (Hagley / Moorhouse Corner, Hospital Corner and surrounding streets, and enhancements to Tuam, Lichfield and Colombo Streets) represent some of the most significant upgrades taking place as part of the new Central City travel network.

One of the most important changes to the Central City road network is the removal of general traffic from Te Papa Ōtākaro / Avon River Precinct, to allow traffic to flow more efficiently throughout the whole of the Central City travel network.

Another important change will be the introduction of the slow core zone (30 km/h speed limit) in the centre of the city. This will result in a more pleasant and safer environment for everyone, but in particular for pedestrians and cyclists.

These proposed changes will link to a number of prioritised routes for motorists that provide great choices for getting to, from and between Central City destinations.

These proposed changes will further complete the walking and cycling network within the Central City making it easier and safer to walk or ride a bike. The cycle facilities are being designed to integrate with the proposed new city-wide Major Cycle Route network.

Access for buses into the Central City will also be improved, ensuring bus passengers have an efficient journey when they choose to travel on the Metro network. Comfortable facilities will be provided at the new Bus Interchange and at new bus super stops on Tuam Street near the Hospital and on Manchester Street near Worcester Street.

### 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 being implemented on the north side of the street. This provides an important link to the Major Cycle Route network joining at Antigua Street and at High Street.

For general information on cycleways visit [www.ccc.govt.nz/cycleways](http://www.ccc.govt.nz/cycleways)

### **These concepts propose the loss of on-street 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. An estimated 246 on-street parking spaces will need to be removed to accommodate the new separated cycle facilities, increase the number of street trees and landscaping, general traffic, bus priority lanes, bus super stops, widened footpaths and altered intersection arrangements associated with these three schemes.

The Council and CERA are working on a 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. The information in the Plan will help guide decision making for people wanting to access and invest in the Central City.

The Parking Plan focuses on providing short stay parking during the rebuild of the Council's off-street facilities, and working with private suppliers. The priority for the remaining on-street parking associated with these projects is to ensure short stay parking, servicing and disabled parking needs are addressed as a priority.

### **The proposal says that Manchester Street will be widened between Kilmore and Armagh streets. Why is this?**

Manchester Street will be designed in accordance with the gazetted *An Accessible City* plan, and in association with the new East Frame, to prioritise buses to ensure the efficient movement of public transport, in particular to and from the new Bus Interchange located south of Lichfield Street. In the widened sections, bus lanes will be introduced to service the new bus super stop. Many new street trees, other plantings and wider footpaths (shared with cyclists on the eastern side) will create a pleasant boulevard with views south to the Port Hills to complement the Eastern Frame development east of Manchester Street.

### **What are the best choices for motorists if buses are prioritised on Manchester Street?**

Manchester Street will be most suited to motorists who wish to access local businesses and car park buildings that can only be accessed directly from Manchester Street.

Manchester Street, between Kilmore and Armagh streets, will be in a slow speed environment so motorists travelling to other destinations would be better advised to take a one-way route designed to prioritise general traffic. These include Madras Street (northbound), Barbadoes Street (southbound), Tuam Street (the new one-way eastbound street) and St Asaph Street (westbound).

For motorists wanting to travel to the far side of the city outside of the Four Avenues, the most efficient routes will be the arterial routes around the outside of the Central City on the Five Avenues (Moorhouse, Fitzgerald, Bealey, Deans and Harper avenues). The best east-west routes to access Central City destinations in the area are Gloucester and Hereford streets.



## Frequently asked questions

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### **What improvements will be made to public spaces near Hospital Corner, and on Manchester Street and Tuam Street?**

A shared path for pedestrians and cyclists on St Asaph Street will connect Antigua Street, Tuam Street and Hagley Avenue. This will provide improved, safer access to Hagley Park and the Metro Sports Facility for both pedestrians and cyclists.

On Manchester Street, wider paths and an enforceable driving speed limit of 30 km/h will make it safer, quieter and more enjoyable for pedestrians in this area – allowing more people to move to and from retail areas, the nearby Bus Interchange and the East Frame residential developments. There will be a new shared pedestrian and cycle path on the eastern side of the widened section of Manchester Street for local access. This will complement the main north-south cycle routes through the East Frame and on Colombo Street.

In Manchester Street itself, three rows of fragrant, fast growing tulip trees (*Liriodendron tulipifera*) are proposed to be planted, as well as lime trees (*Tilia platyphyllos*) on nearby Tuam Street. Both of these tree species are deciduous, which means the trees will provide shade in summer, and let sun through in winter after dropping their leaves. These hardy species of trees are also well suited to Central City conditions.

### **What is the reason for the location of the super stops?**

The bus super stop on what will be the Manchester Street boulevard is staggered on the north and southbound routes between Gloucester and Hereford streets. This will help the flow of all traffic, including bus movements, as well as maximising opportunities to retain some limited parking on these sections and maintain wide local footpaths.

The bus super stops will be particularly useful for passengers who live in the eastern part of the Central City, and will provide high quality shelter, information and cycle parking for passengers who work in the city or who are visiting destinations such as the Margaret Mahy Family Playground and the central and north-eastern parts of Te Papa Ōtākaro / Avon River Precinct, The Square, The Performing Arts Precinct and the new Central Library.

The new bus super stop at Hospital Corner will cater for the higher number of people who are expected to travel to the Health Precinct for work, education or health care. The bus super stop will also be useful to those who are visiting Hagley Park, the south-western part of Te Papa Ōtākaro / Avon River Precinct and the Metro Sports Facility.

### **What will be the benefit of the shared pedestrian and cycle path on Antigua Street linking Oxford Terrace and St Asaph Street?**

This new shared path will link to the eastbound cycle lane on Tuam Street, the new shared path on St Asaph Street (shared with pedestrians north of the Metro Sports Facility). It will also link west to the new widened Hagley Park shared facility and to the north, across the re-opened Antigua Street Bridge adjacent to the Antigua Boatsheds, to Rolleston Avenue and to the cycle route through Te Papa Ōtākaro / Avon River Precinct.

### What is the reason for the slow speed environment and shared path for cyclists and pedestrians along Durham Street / Cambridge Terrace?

Improving the travel network for pedestrians and cyclists is a key objective of the *An Accessible City* transport chapter.

Along Durham Street between Kilmore and Tuam streets, a slow speed (30 km/h) environment and improved crossings at intersections will create a safer, more pleasant area for cyclists and pedestrians. They will also have access to a new two-way 4 metre-wide shared path adjacent to Te Papa Ōtākaro / Avon River Precinct which itself connects with the cycle routes at Antigua Street, Tuam Street and around the west side of the Ōtākaro / Avon River. These improved areas for cyclists and pedestrians are part of a large network designed to provide a wide range of different options to meet the needs of both pedestrians and cyclists throughout the Central City, and help people to enjoy a continuous, largely unbroken journey near to the river. This was a key theme from the Council-led 'Share an Idea' campaign in 2011. The routes are designed to link with and complement planned new networks of cycle facilities city-wide.

### Why has a short two-way section been introduced on Durham Street between Tuam Street and Lichfield Street?

The new northbound general traffic lane creates a short, two-way street section linking traffic travelling from the west and using the new eastbound one-way Tuam Street, to new car parking buildings off Lichfield Street. At the same time, this will be a convenient access to properties including St Michael's Church and School along the Oxford Terrace frontage to the Ōtākaro / Avon River between Durham Street South and Montreal Street.

The remainder of Durham Street / Cambridge Terrace to Moorhouse Avenue remains a one-way system as before, with two general traffic lanes travelling south.

### What is a rain garden?

A rain garden is a planted area designed to allow rain water run-off from hard surfaces like walkways and roads to soak into the ground (as opposed to flowing directly into storm drains). Rain gardens absorb and filter contaminants before stormwater flows to the ground, drains, streams and rivers. Rain gardens help to improve water quality, reduce erosion and flooding and provide visual amenity. Subject to detailed design, each of these schemes aims to include some new rain gardens in the landscaping areas shown on the consultation plans.



*An example of a rain garden.*

## Community input

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### 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 Draft Streets and Spaces Design Guide provides the framework to ensure the Central City is a place where 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](http://www.ccc.govt.nz/AACtransportprojects)



## Consulting now on:

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

- Hospital Corner Stage 2 (final layout), including sections of Hagley Avenue, St Asaph Street, Tuam Street and Antigua Street
- Durham Street / Cambridge Terrace – from Kilmore Street to Tuam Street
- Manchester Street – from Kilmore Street to Lichfield Street

To have your say, visit

**[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)**

For general information on  
*An Accessible City*, visit  
[www.ccd�.govt.nz/the-plan](http://www.ccd�.govt.nz/the-plan)

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