

## An Accessible City – transport projects: traffic changes

### Frequently asked questions for the implementation of transport projects on Colombo, Lichfield and Tuam streets (including Manchester Street).

This information is also online at [www.ccc.govt.nz/AACtransportprojects](http://www.ccc.govt.nz/AACtransportprojects)

#### Q. What does an “accessible” city mean?

A. “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.

For more information about *An Accessible City*, visit [www.ccdu.govt.nz/the-plan](http://www.ccdu.govt.nz/the-plan)

#### Q. Now that these transport changes have been approved by Council, what happens next?

A. Detailed design work on each transport project is underway and the approved changes are being implemented beginning in January 2015.

#### Q. Will road work take place 24/7 and on weekends?

A. The majority of the work will take place during the week and in the daytime, but some specific work will need to take place at night when traffic volumes are low. Weekend work may be required from time-to-time.

#### Q. How long will work take to complete?

A. Works are anticipated to complete by the end of 2015, however, a significant chunk of the changes will be complete by mid-2015.

#### Q. What are Barnes-Dance-style pedestrian crossings?

A. Barnes-Dance-style pedestrian crossings, named after an American traffic engineer Henry Barnes, are a crossing that stops all traffic and allows pedestrians to cross the intersection in every direction at the same time. For safety reasons they prioritise the flow of pedestrians over vehicles. We previously had one at the corner of Colombo Street on the east side of the

square. This style of crossing will be used outside the Bus Interchange on Tuam Street and Lichfield Street to assist with the pedestrian flow into and out of the Bus Interchange.

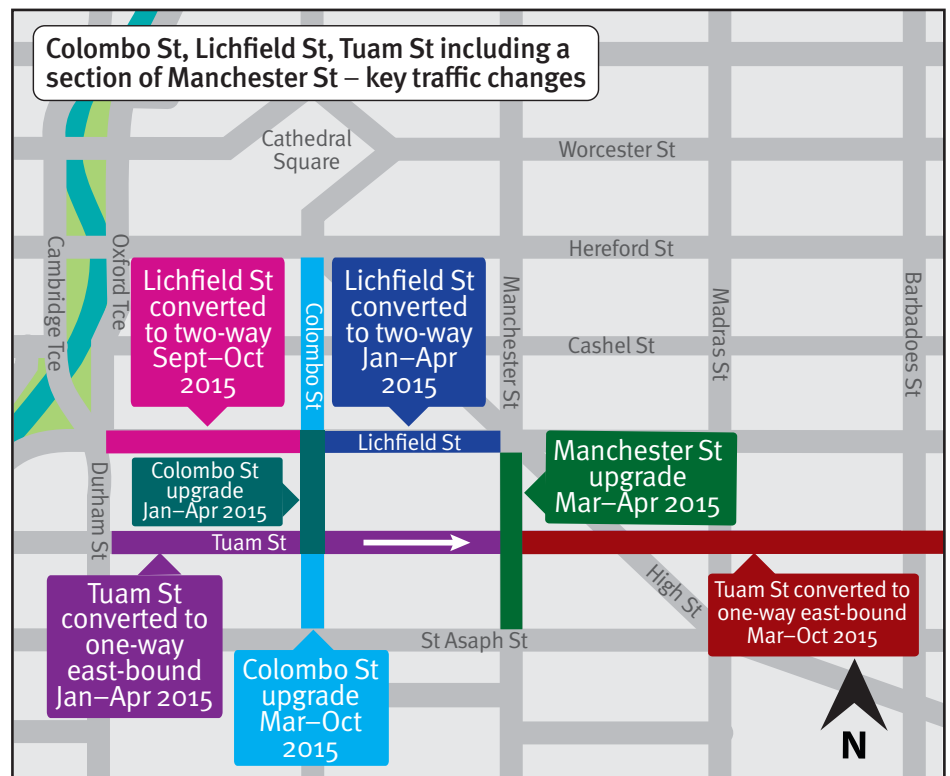
#### Q. The Bus Interchange will be a very busy place, how will the needs of buses, pedestrians and cyclists all be met safely?

A. 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.

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

A. As Tuam Street will be a key cycle route in the Central City, a separated cycleway will be implemented on 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, however, the cycle lanes won’t be separated but instead will be marked on the side of the road with a painted buffer strip to provide additional separation from any parked cars.

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



## Q. What are Copenhagen-style cycle lanes?

A. Copenhagen-style cycle lanes are cycle lanes that are separate from other traffic and are named after the first place to use it successfully – Copenhagen, Denmark. They are both elevated and separate from vehicular traffic. This style will be used on Colombo Street adjacent to the Bus Interchange to increase cycle safety around buses.

## Q. Did the Council consider using St Asaph Street as a location for the cycleway?

A. The north side of St Asaph Street was considered as a possible location for the cycleway, however, a safety audit concluded there were significant and serious safety issues around the length of the cycle facility as it would be contra flow.

## Q. Why was the north side location for the cycleway chosen over the south-side?

A. The north-side cycleway delivers the most balanced solution for a safe, connected travel option that will help cyclists, pedestrians and buses alike from when the new Bus Interchange opens in the winter of next year. The schemes have had an independent safety audit, with additional design-specific audits of the Tuam Street cycleway proposal and its links to the Bus Interchange access arrangements.

Selecting a preferred location for the Tuam Street cycleway proposal has however been complex, involving detailed modelling and analysis to balance the competing needs of buses, cyclists and pedestrians. While there is no perfect answer to the selection of the cycle route's location, we believe the proposed north-side cycleway for eastbound cyclists delivers the most balanced solution for a safe, connected travel option that will help cyclists, pedestrians and bus passengers alike.

Additional signal control and electronic warning arrangements to maximise pedestrian and cyclists' safety across the Bus Interchange access from Tuam Street are proposed; the design having been refined as the consultation process has progressed.

## Q. What are pedestrian lanes and where are they going?

A. Pedestrian lanes provide directional signage for pedestrians to key areas of importance to them. They will encourage pedestrians to move securely through key Anchor projects such as the Bus Interchange and the Justice and Emergency Services Precinct. As part of this project, Lichfield Street will have new pedestrian lanes (the bit within the Retail Precinct).

## Q. While works are underway, will I still be able to travel two-way on Tuam and at what point will that stop?

A. For the duration of the work Tuam Street will be one-way east-bound with lane closures. Pedestrians are advised to follow signage carefully as footpaths may also need to be closed. The permanent traffic changeover to one-way east-bound on Tuam Street will happen at the completion of the work.

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

A. 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.

## Q. These changes mean the loss of some on-street car parking spaces. What is the Council planning to do to address this loss?

A. The design seeks 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. Overall, there will be a net loss of 14 car parks on Colombo Street between Hereford Street and St Asaph Street. However, new public car parking facilities are being provided in Lichfield Street and also in the Crossings car park in the future.

## Q. This area is going to be very busy with all this construction work. Who is making sure this is coordinated?

A. The Christchurch Transport Operations Centre (CTOC) manage all road space in the city. CTOC's job is to book road space to make sure roading projects are coordinated and well managed. CTOC's website has the latest traffic update and other roading information, visit [www.tfc.govt.nz](http://www.tfc.govt.nz)

## Q. What happens if I have a construction related issue, such as access to my property?

A. Contact Fulton Hogan on 0800 277 3434 (8.30am – 5pm Monday to Friday) or email [rebuildinfo@fultonhogan.com](mailto:rebuildinfo@fultonhogan.com)