

Consultation
No.4

haveyoursay

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An Accessible City – transport projects: proposed changes



Consultation Thursday 17 September – Thursday 8 October 2015

An Accessible City

Christchurch City Council is seeking your feedback on further proposed permanent streetworks on St Asaph Street. These changes continue to pave the way for a new Central City travel network offering improved travel choices for everyone.

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.

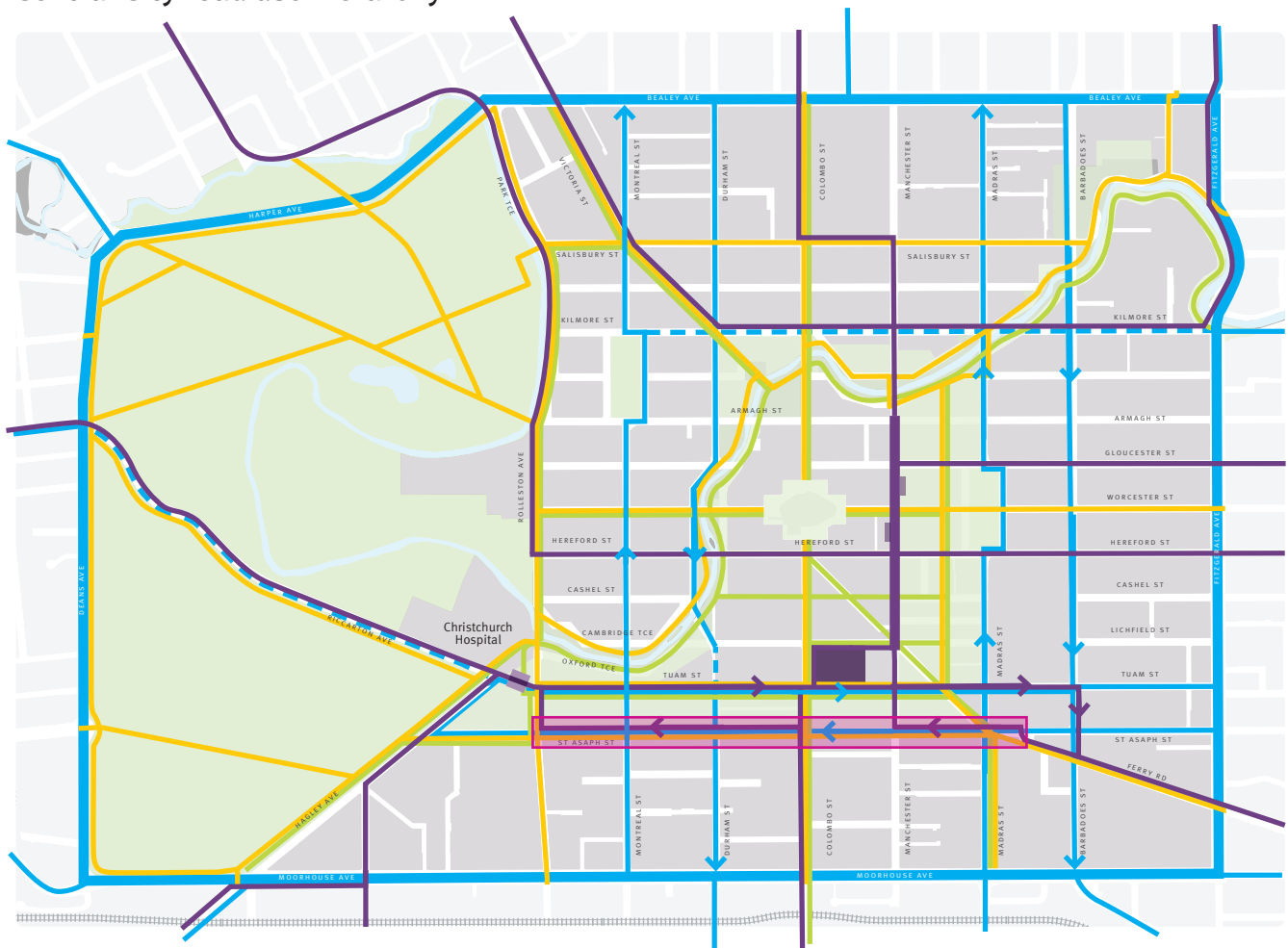
All of the individual projects that make up *An Accessible City* are interconnected and dependent on each other to function as an integrated whole. Their implementation also underpins the Christchurch Central Recovery Plan by creating a travel network that connects

people and places, and considers the needs of businesses and services.

For more information on *An Accessible City* projects already in delivery, visit ccc.govt.nz/AACtransportprojects

For more information on the Recovery Plan and *An Accessible City*, visit ccdu.govt.nz/the-plan/accessible-city

Central City road use hierarchy



Cycling
 Car travel
 Walking
 Public transport
 New Bus Interchange
 Bus super stop
 Project area

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 travel network changes on St Asaph Street.

These include a separated cycleway on the south side of St Asaph Street (including a new two-way cycle section from Ferry Road to Madras Street).

St Asaph Street will continue to be part of a southern east-to-west one-way main distributor street paired with Tuam Street (carrying eastbound traffic). There will be no two-way vehicle traffic between Ferry Road and Madras Street.

Vehicle entry to High Street will be closed at the intersection of St Asaph Street and Madras Street so pedestrians and cyclists can cross safely. Vehicles entering or exiting High Street will use Madras Street.

On-street parking is retained on both sides of St Asaph Street. Overall, 107 parking spaces are lost but remaining parks will be time restricted to increase turnover and to support businesses along the street.

The proposal includes an enhanced streetscape including new median islands and build-outs, new road markings, more trees and improved lighting.

Funding for this project was recently approved as part of the Council's Long Term Plan.

This booklet includes the key features, detailed plans and a response form for consultation on St Asaph Street from Ferry Road to Antigua Street.



St Asaph Street between Colombo and Durham streets.

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:

- 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 St Asaph Street:

- having regard to the gazetted *An Accessible City* transport chapter
- in accordance with the Local Government Act 2002
- consistent with the Council's Traffic and Parking Bylaw 2008 and the Speed Limits Bylaw 2010 as amended by the Ministerial decisions of December 2014.

As part of that process, the Council 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.

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 and the opportunity to request speaking rights to speak directly to the Infrastructure, Transport and Environment Committee.

Feedback and comments are being sought during the consultation period from 17 September – 8 October 2015.

Presentations and drop-in sessions

**Wednesday 23 September 2015
12 noon – 2pm**

(Presentation at 12 noon)
BNZ Lounge, EPIC,
96 Manchester Street

**Saturday 26 September 2015
2pm – 4pm**

The foyer, Christchurch Central
Police Station,
68 St Asaph Street

**Thursday 1 October 2015
12 noon – 2pm**

(Presentation at 12 noon)
BNZ Lounge, EPIC,
96 Manchester Street

haveyoursay

www.ccc.govt.nz/haveyoursay

How to give us your feedback

A response form is included in this booklet after the consultation plans. 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 73013
Christchurch 8154

By hand delivery to:

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

Please make sure your response arrives at the Council before 5pm, Thursday 8 October 2015.



St Asaph Street – from Ferry Road to Antigua Street

Overview

This is the first project in Phase 2 of *An Accessible City*. The proposal connects Central City cycleways to other Major Cycleway Routes in Christchurch. It is also required to complete the one-way system westbound through the Central City.

Enhanced cycling network:

A separated cycleway is proposed on St Asaph Street between Ferry Road and Antigua Street. This is in preparation for future connectivity with proposed Major Cycle Routes.

The proposed cycleway will also connect to other Central City key cycle routes. One of these is the cycleway already being constructed on Tuam Street. When finished the major east-west cycle routes at the southern end of Central City will be completed.

Enhanced one-way street network:

St Asaph Street is currently one-way and forms part of a westbound one-way main distributor street pairing with Tuam Street (carrying eastbound traffic). As an essential component of the travel network in the Central City, St Asaph Street remains a one-way corridor for the

majority of its length with two westbound general traffic lanes throughout, supplemented by turning lanes at some intersections. This maintains the efficiency of St Asaph as a priority car and bus route.

Enhanced environment:

As outlined in the consultation plans, some enhancements to the landscaping are included such as new median islands and build-outs, replacement trees and improved lighting.



Proposed cross section of St Asaph Street.

Features proposed in each block:

Ferry Road to Madras Street

- A new two-way separated cycleway on the south side of St Asaph Street between Ferry Road and Madras Street.
- The cycle lane will be physically separated and lined with trees on the south side of St Asaph Street.
- There will be two general traffic lanes for westbound traffic, widening to three lanes at the intersection of Madras Street.
- It is proposed that vehicles will no longer be able to travel eastbound on St Asaph Street between Madras Street and Ferry Road. Vehicles will need to use the new Tuam Street eastbound distributor street instead.
- Vehicle entry to High Street will be closed at the intersection of St Asaph Street so pedestrians and cyclists can cross safely. Vehicles entering or exiting High Street will use Madras Street.
- Five car parks will be removed from Madras Street (south) to accommodate changes to the traffic lanes approaching St Asaph Street and to align with the *Streets and Spaces Design Guide* cross-section for Madras Street.
- Five car parks will be removed from Madras Street (north) to accommodate changes to the traffic lanes departing St Asaph Street and to align with the *Streets and Spaces Design Guide* cross-section for Madras Street.
- One existing tree will be removed on St Asaph Street at Ferry Road and eight new trees are proposed.

Madras Street to Manchester Street

- A new one-way westbound separated cycleway continues on the south side of St Asaph Street.
- A new build-out is proposed on the south side for cycle stands and will also be planted with trees.
- More trees will be planted in the existing footpath on the south side.
- Additional trees will also be planted in the parking lane on the north side or retained in the footpath.
- Two general traffic lanes for westbound traffic widening to four lanes at the intersection of Manchester Street.
- There will be some short-term on-street car parking and a new loading zone on the south side.
- Five P60 car parks on the south side and nine P60 car parks on the north side will be removed.
- A P5 loading zone is proposed on the south side.
- One existing tree will be removed and 17 new trees are proposed.

Manchester Street to Colombo Street

- A new one-way westbound separated cycleway continues on the south side of St Asaph Street.
- A new build-out is proposed on the south side for cycle stands and will also be planted with trees.
- More trees will be planted in the existing footpath on the south side.
- Additional trees will also be planted in the parking lane on the north side or retained in the footpath.
- Two general traffic lanes for westbound traffic, widening to four lanes at the intersection of Colombo Street.
- A new build-out is proposed on the north side of St Asaph Street, where the South Frame Laneway connects to St Asaph Street. This provides a gateway to that laneway.

- Eleven P120 pay-and-display car parks on the south side and seven P120 pay-and-display parks on the north side will be removed.
- One existing tree will be removed and 14 new trees are proposed.

Colombo Street to Durham Street

- A new one-way westbound separated cycleway continues on the south side of St Asaph Street.
- More trees will be planted in the existing footpath on the south side.
- A new build-out is proposed on the south side for cycle stands and will also be planted with trees.
- More trees will be planted in the parking lane on the north side or retained in the footpath.
- Two general traffic lanes for westbound traffic, widening to four lanes at the intersection of Durham Street.
- A new build-out is proposed on the north side of St Asaph Street outside 171 St Asaph Street, where the South Frame Laneway connects to St Asaph Street. This provides a gateway to that laneway.
- The bus stop on the south side will be retained, but moved slightly west of its current position.
- Eight P120 pay-and-display car parks and two mobility parks on the south side will be removed. All remaining south side parks will become P120 pay-and-display parks.
- Seven P120 pay-and-display car parks on the north side will be removed. All remaining car parks will become P120 pay-and-display parks.
- The existing night-time taxi stands will stay on the south side and more will be introduced on the north side.
- Two existing trees will be removed and 12 new trees are proposed.

Durham Street to Montreal Street

- A new one-way westbound separated cycleway continues on the south side of St Asaph Street.
- More trees will be planted in the existing footpath on the south side.
- Additional trees will also be planted in the parking lane on the north side or retained in the footpath.
- Two general traffic lanes for westbound traffic, widening to four lanes at the intersection of Montreal Street.
- A new build-out is proposed on the north side of St Asaph Street, where the South Frame Laneway connects to St Asaph Street. This provides a gateway to that laneway.
- Ten P60 and one P10 car parks will be removed on the south side. Nine P60 and one P10 will stay on the south side.
- A long motorcycle stand is proposed outside 122 St Asaph Street.
- Three P60 car parks will be removed from the north side and trees will be planted there instead. All existing P5 parking is staying and all other parks will become P60 parking on the north side.
- Two existing trees will be removed and nine new trees are proposed.

Montreal Street to Antigua Street

- A new one-way westbound separated cycleway on the south side of St Asaph Street. This will tie into the shared path on the corner of Antigua Street and St Asaph Street.
- The cycle lane will be physically separated and lined with trees on the south side of St Asaph Street.
- More trees will be planted in the parking lane on the north side.
- Two general traffic lanes for westbound traffic widening to four lanes at the intersection of Antigua Street.
- A new build-out is proposed on the north side of St Asaph Street, where the South Frame Laneway connects to St Asaph Street. This provides a gateway to that laneway.
- It is proposed to keep the bus stop on the south side of the street.
- Twenty car parks will be removed on the south side. Two car parks will stay and will become P60 parking.
- Fourteen unrestricted car parks will be removed on the north side. Eleven car parks will stay and these will become P60 parking. The introduction of P60 parking will increase the turnover of car parks in the area and support the businesses in the street.

- The P5 loading zone on the north side will stay, but the physical space has been extended to allow for larger delivery vehicles.
- One motorbike park has been proposed for the north side.
- Two existing trees will be removed and 16 new trees are proposed.

A better environment:

The proposal includes street trees, cycle separators and cycle stands. These features will visually enhance the streetscape, contribute to bio-diversity and increase travel choice in the Central City.

Overall, current tree plantings will be retained or replaced. Where any tree needs replacing, the replacement trees will be deciduous broad-leaved lime trees (*Tilia platyphyllos*). There will be an overall increase of 67 trees on St Asaph Street.

The chosen scheme delivers some enhanced landscaping, but takes a moderate approach to keep costs within budget. It also allows for further enhancements to be implemented at future dates as budget allows.



St Asaph Street at the Ferry Road intersection.

Slow speed environment:

St Asaph Street will remain at 50 km/h and is not included in the proposed inner city 30 km/h speed zone.

On-street parking effects:

On-street parking spaces are retained on both sides of the street. The proposal allows for short stay parking, servicing, and taxi access.

Over the length of the scheme, 107 parks are removed (some unrestricted and some time-limited). The remaining 90 car parks will be time restricted (mostly to P60 and paid P120) to increase turnover and to support businesses along the street. There will also be two dedicated loading zones and two new motorcycle parking spaces.

What the works involve:

The proposed new road works involve small sections of new kerb and channel, new median islands and cycle separators, new build-outs and cycle stands along with revised road markings. The proposed new streetscape works include tree planting, new bins and improved street lighting.

Small areas of St Asaph Street will be resurfaced as this work progresses. At this stage resurfacing will not include the intersections.

Proposed key features:

For cyclists

- A cycle lane separated from general traffic along the south side of St Asaph Street.
- A small two-way cycle section on the south side of St Asaph Street between Ferry Road and Madras Street.
- In some parts of St Asaph Street the cycle lane separator will be lined with trees.
- Entry to High Street at the intersection of St Asaph Street and Madras Street will be prioritised for pedestrians and cyclists only.

For bus travellers

- The two bus stops are retained on St Asaph Street.
- There will be a level surface for passengers getting on and off the bus and cyclists will give way to passengers entering or exiting the bus.

For drivers

- St Asaph St will remain a 50 km/h speed zone.
- Two main lanes of traffic will be supplemented by turning lanes appropriate to each intersection.
- Vehicles will no longer be able to travel eastbound on St Asaph Street between Madras Street and Ferry Road. Vehicles will need to use the new Tuam Street eastbound distributor street instead to access Barbadoes Street.
- Vehicle entry to High Street will be closed at the intersection of St Asaph Street so that pedestrians and cyclists can cross safely. Vehicles entering or exiting High Street will use Madras Street.

For pedestrians

- Small areas of widened footpaths where there are larger pedestrian demands.
- More street trees and other improvements to the streetscape.

Other options considered:

The proposed scheme (outlined in this booklet) was considered along with two alternate schemes.

All schemes delivered a separated cycleway and facilitated future connectivity with Major Cycle Routes. The scheme approved for consultation, and outlined in this booklet, was chosen because it is a good compromise between costs, parking and pedestrian safety. While footpath widths are slightly less in some areas (three metres wide to allow on-street car parking to continue) footpaths are widened in short sections where the pedestrian traffic is high.

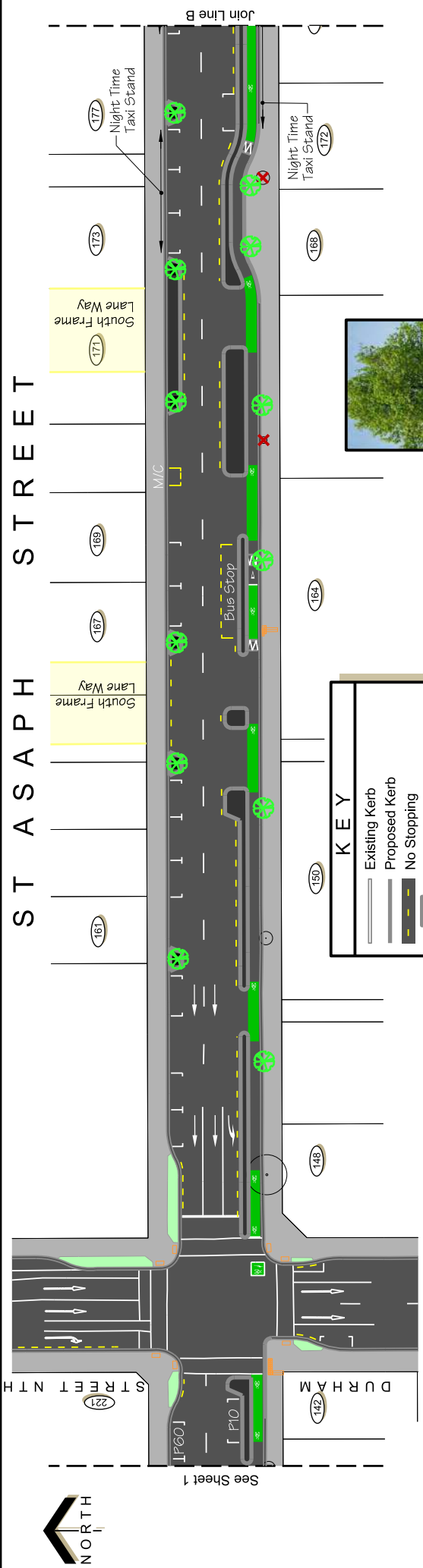
The proposed scheme delivers some enhanced landscaping, but takes a moderate approach to keep costs within budget. It also allows for further enhancements to be implemented at future dates as budget allows.

The other main option removed parking from the south side of St Asaph Street to allow for wider footpaths and increased landscaping.

ST ASAPH STREET



Original size mm
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30
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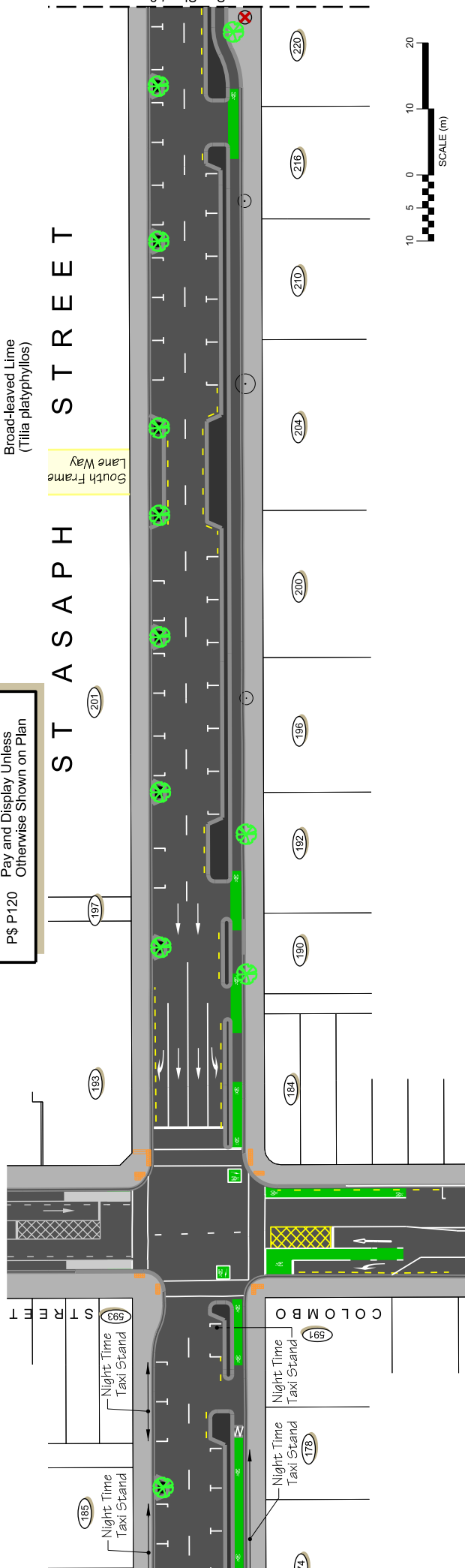


| KEY | |
|-----|-----------------------------|
| | Existing Kerb |
| | Proposed Kerb |
| | No Stopping |
| | Asphaltic Concrete |
| | Cycle Way |
| | Planting/Grass |
| | Existing Tree |
| | Existing Tree to be Removed |
| | Proposed Tree |
| | Play and Display Unless |
| | Otherwise Shown on Plan |

P\$ P120



Broad-leaved Lime
(Tilia platyphyllos)

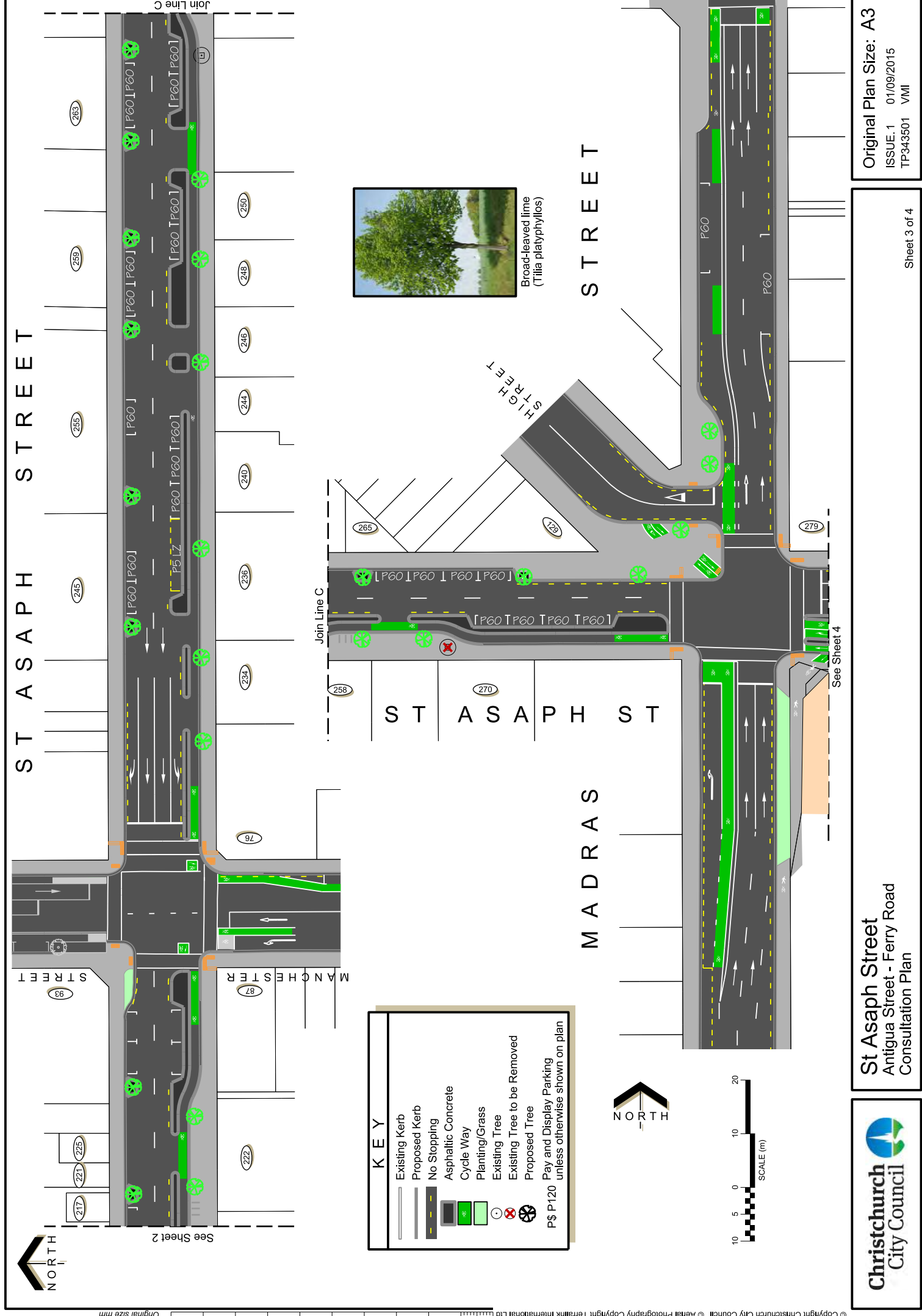


St Asaph Street
Antigua Street - Ferry Road
Consultation Plan

Sheet 2 of 4

Original Plan Size: A3
ISSUE 1 01/09/2015
TP343501 VMI

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Original size mm 100 50 30 10 0

See Sheet 2

See Sheet 4

KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Asphaltic Concrete
- Cycle Way
- Planting/Grass
- Existing Tree
- Existing Tree to be Removed
- Proposed Tree
- P\$ P-120

Pay and Display Parking unless otherwise shown on plan

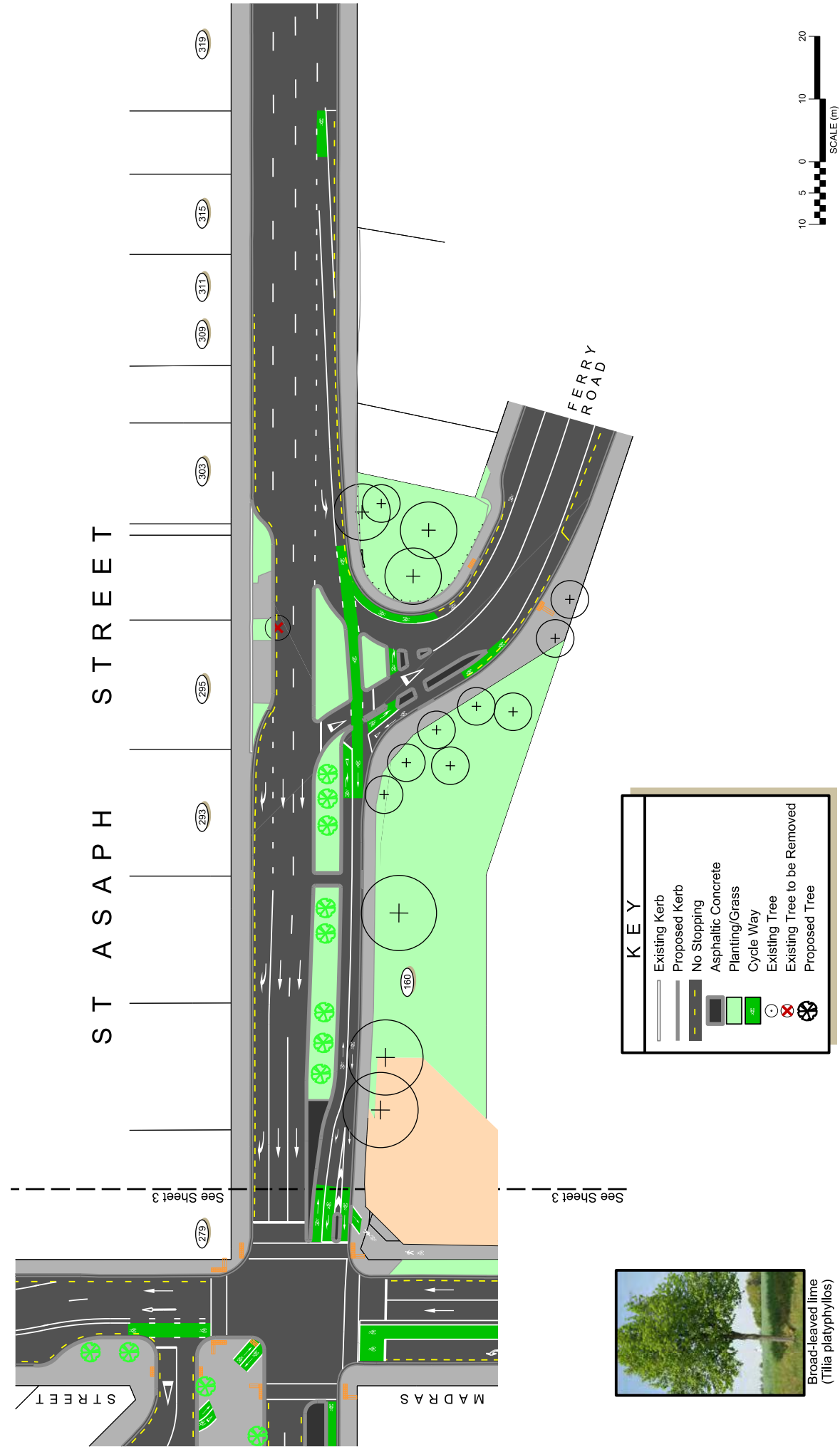


Broad-leaved lime
(Tilia platyphyllos)

Original Plan Size: A3
 ISSUE: 1 01/09/2015
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St Asaph Street
 Antigua Street - Ferry Road
 Consultation Plan





| KEY | |
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Broad-leaved lime
(Tilia platyphyllos)

Original Plan Size: A3
 ISSUE: 1 01/09/2015
 TP343501 VMI

St Asaph Street
 Antigua Street - Ferry Road
 Consultation Plan



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

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12 noon – 2pm

(Presentation at 12 noon)

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96 Manchester Street

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Christchurch
City Council 

Free 



AAC Transport Projects
Christchurch City Council
PO Box 73013
Christchurch 8154

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Frequently asked questions

What is changing?

This proposed transport project focuses on St Asaph Street from Ferry Road to Antigua Street.

St Asaph Street will continue to be a main distributor one-way street heading west. There will no longer be two-way vehicle traffic on St Asaph between Madras Street and Ferry Road.

A separated cycleway will run along the south side of St Asaph Street with a small section of two-way cycleway from Ferry Road to Madras Street.

The proposed scheme adds 67 trees to the St Asaph Street streetscape.

Does this concept mean on-street parking spaces will be lost?

This proposal minimises on-street parking losses as much as possible.

Overall, 107 parking spaces are lost but remaining parks will be time restricted to increase turnover and to support businesses along the street.

Where is the money coming from to fund this project?

A budget of \$3.5 million has recently been approved for this project as part of the Councils Long Term Plan. The project is to be implemented in the 2015 – 16 financial year.

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

The proposed changes, along with other *An Accessible City* projects represent some of the most significant upgrades taking place on Christchurch roads.

The proposed changes maintain the efficiency of St Asaph Street as a priority car and bus route.

The proposed changes will link the cycling network within the Central City making it easier and safer to ride a bike centrally or along the Main Cycleway Route network. For general information on cycleways visit ccc.govt.nz/cycleways



St Asaph Street looking east towards Colombo Street.

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ccc.govt.nz/AACtransportprojects



New Zealand Government

