

City Wide Planning



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Angus Bargh

Delivering An
Accessible City





Christchurch Central Recovery Plan

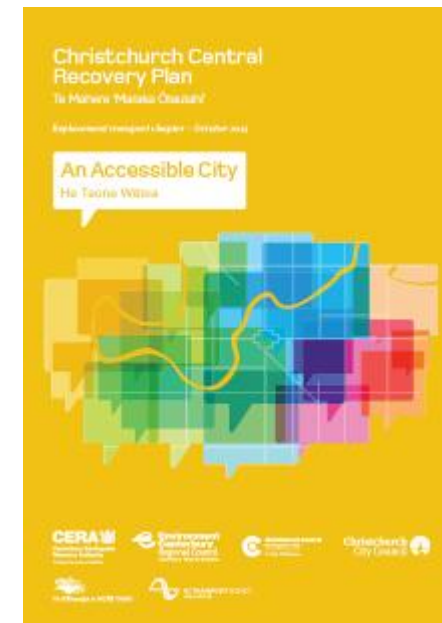
Te Mahere 'Maraka Ōtautahi'

An Accessible City

He Taone Wātea

What is An Accessible City?

- AAC is the **Transport Chapter** of Christchurch Central Recovery Plan
- Developed by CCDU, in partnership with CCC, ECan and NZTA.
- Was approved October 2013
- Provides a framework for recovery partners to work to

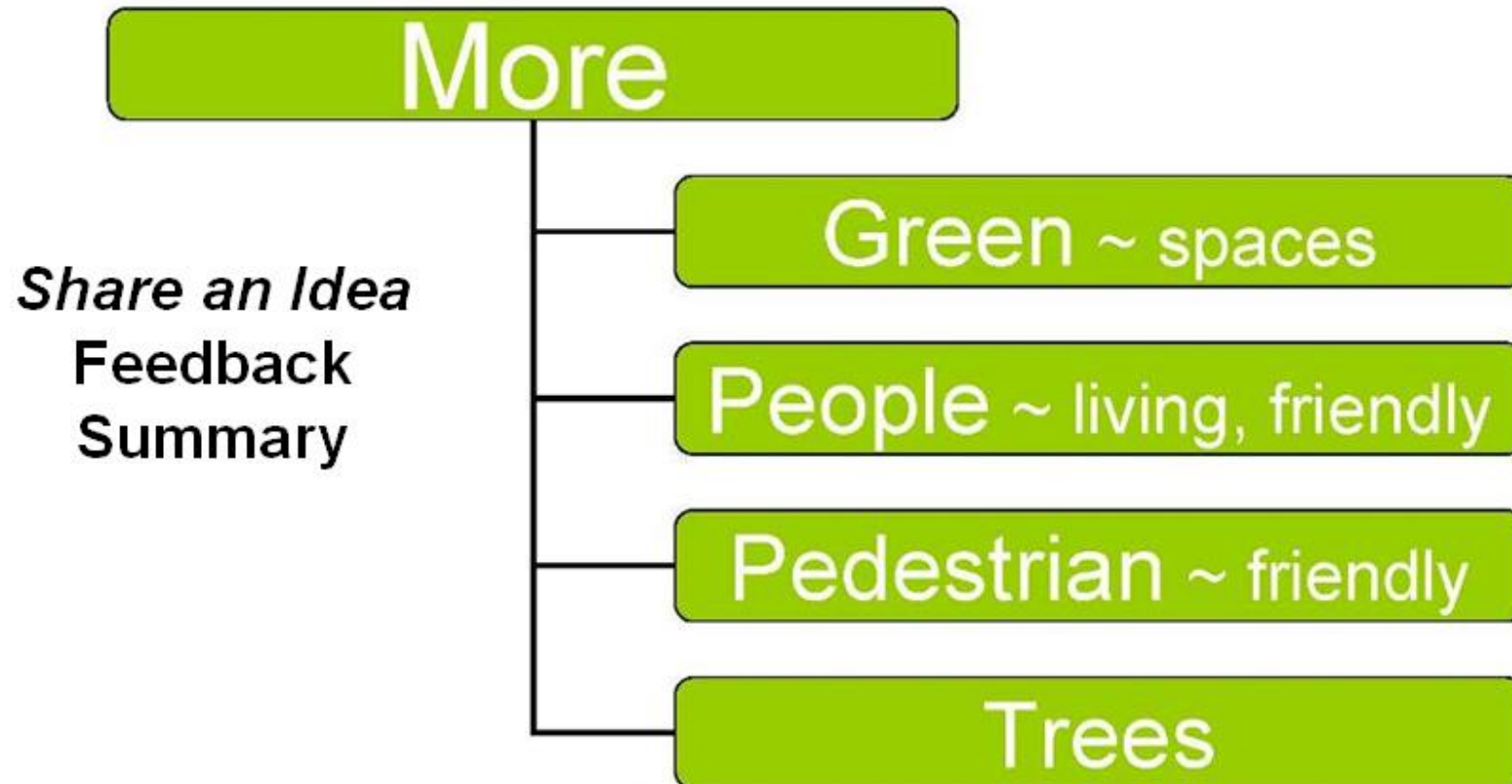


Community views on transport

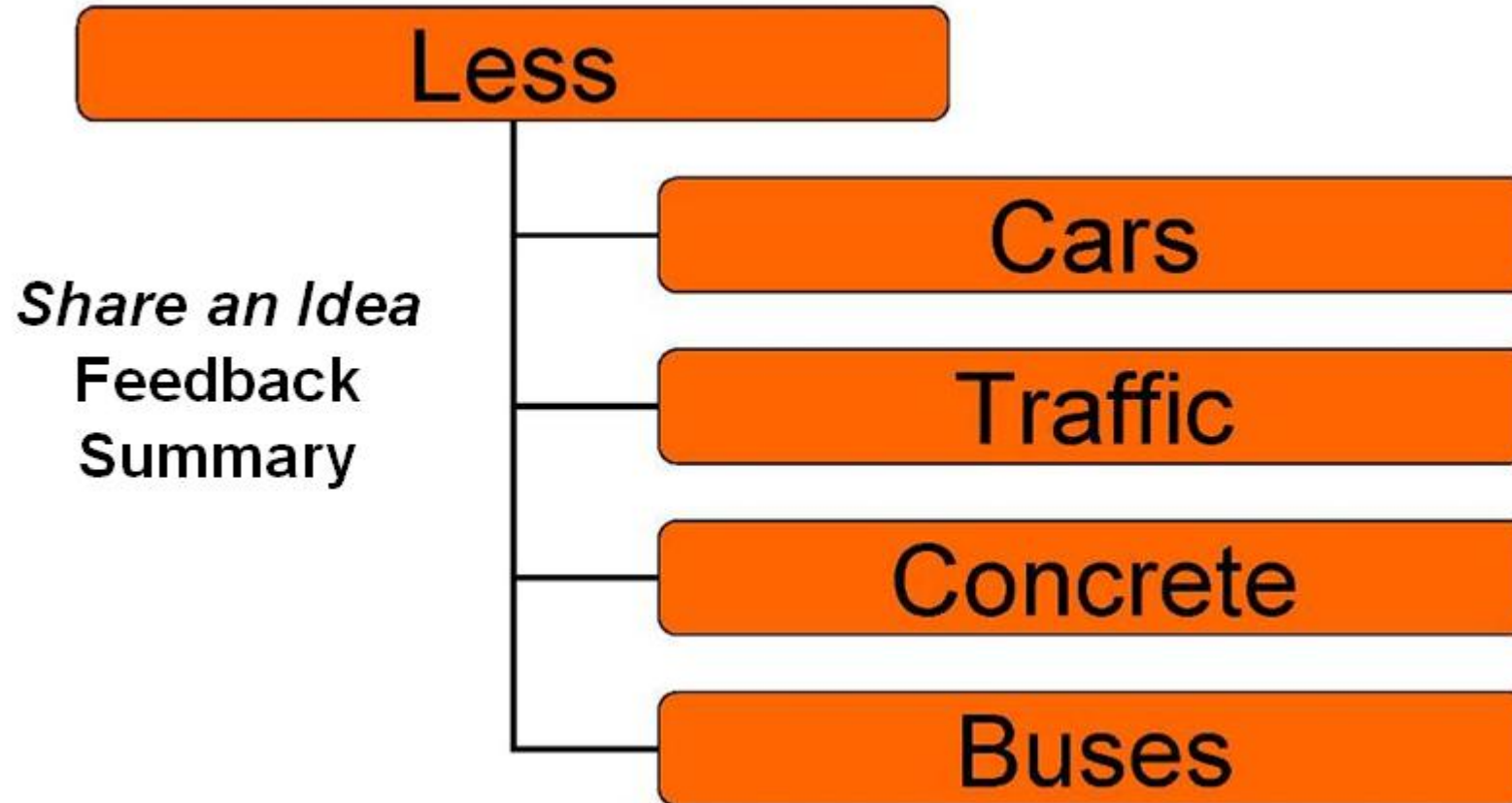


An Accessible City responds to community feedback received through ***Share an Idea...***

People wanted more....



People wanted less....



Christchurch Central Recovery Plan

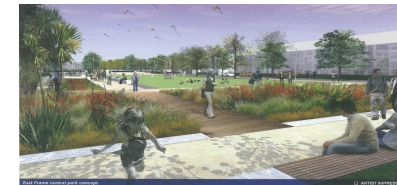
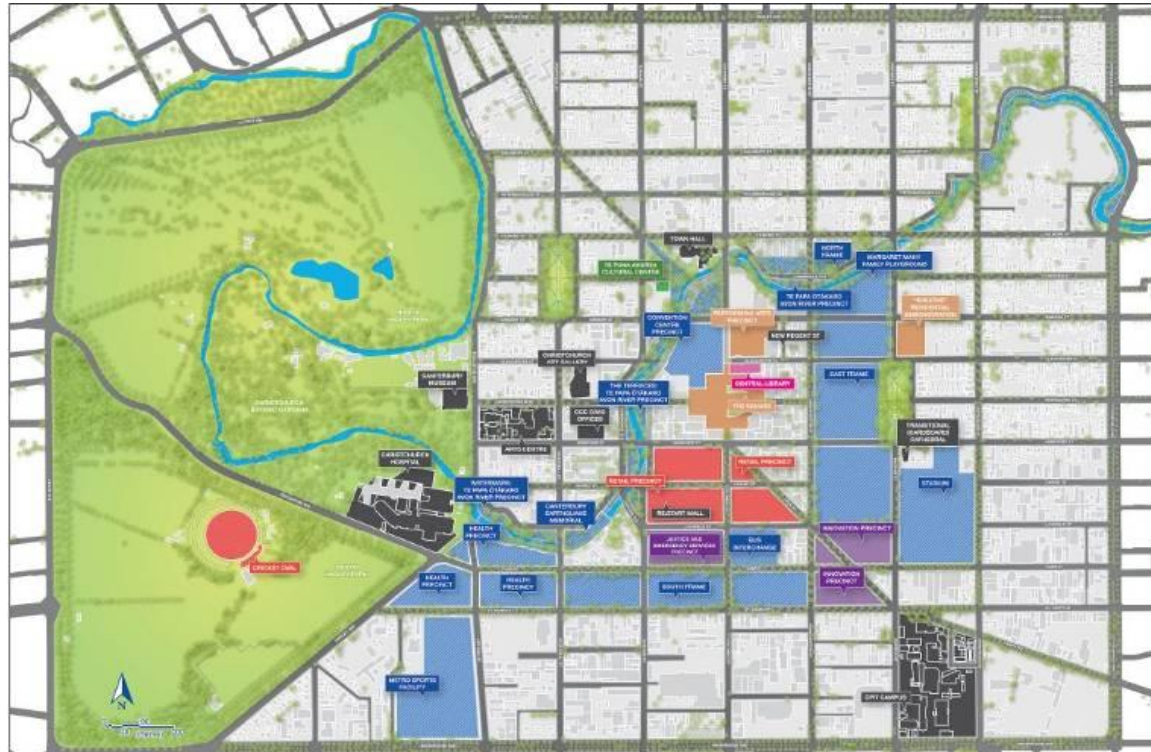
- *increases the central city's value to the wider city, the Canterbury region and New Zealand as a whole.*

An Accessible City aims to:

- mitigate congestion in the central city
- move more people
- create enjoyable journeys, with more **choice**



Transport to support anchor projects



Current Accessible City work programme

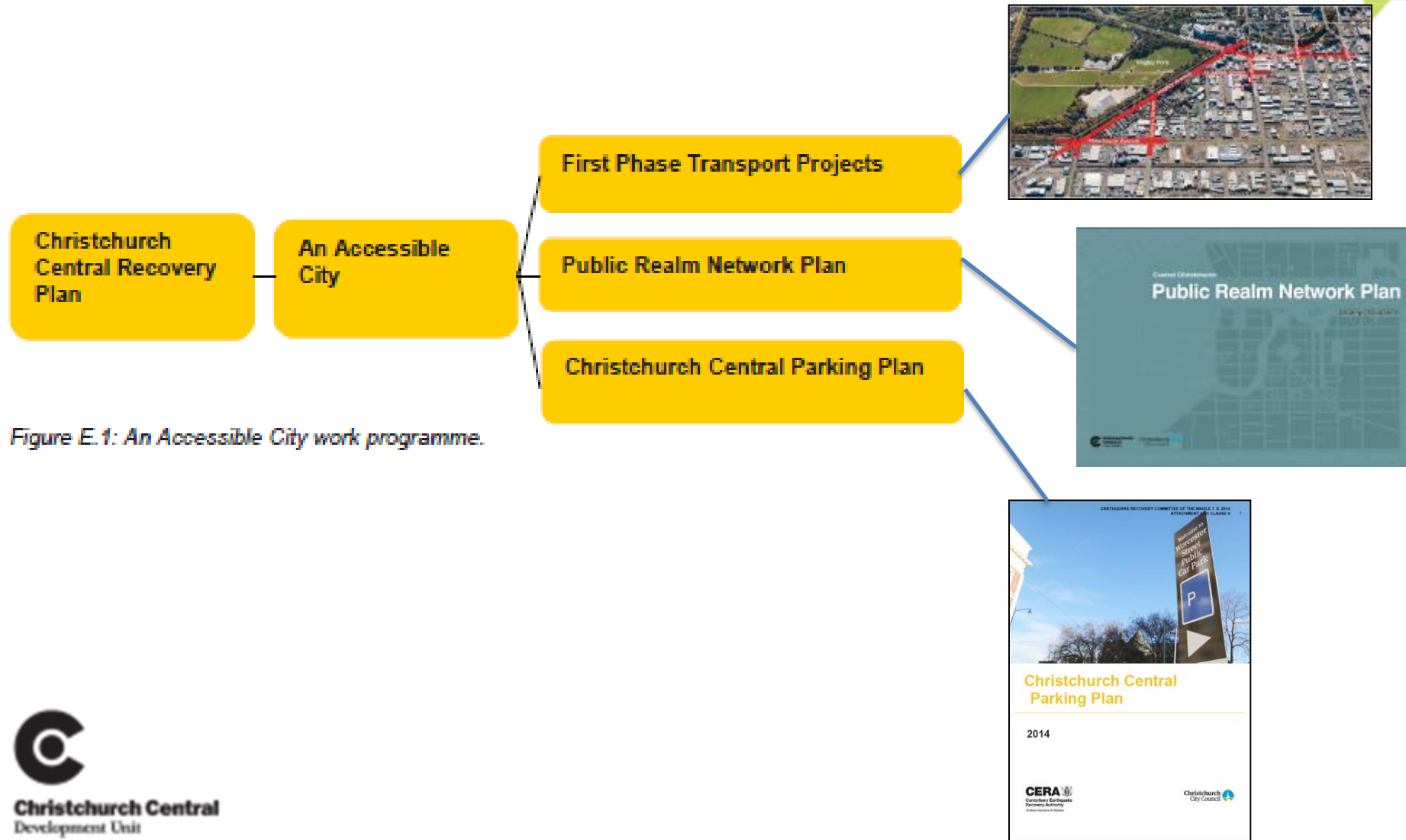
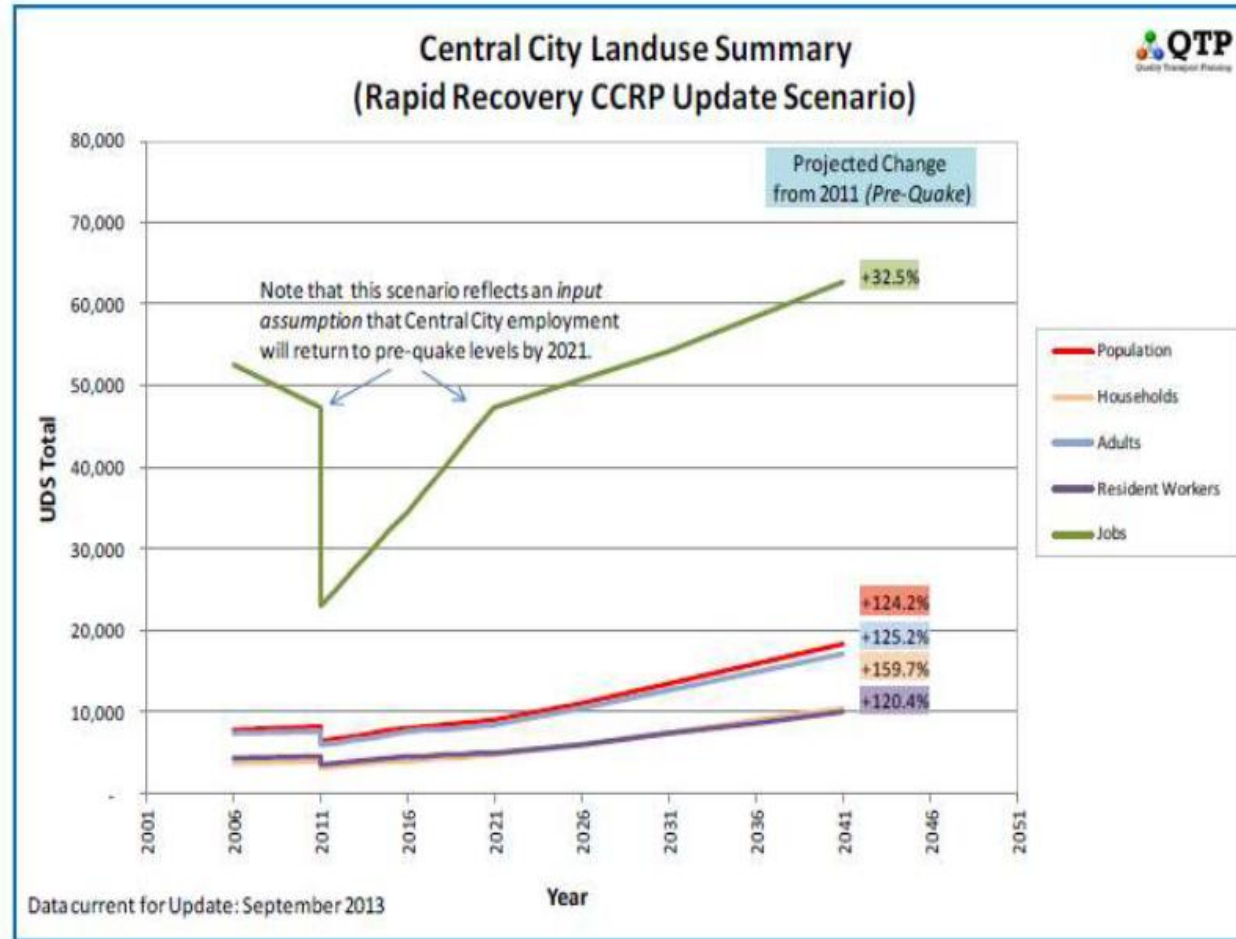


Figure E.1: An Accessible City work programme.

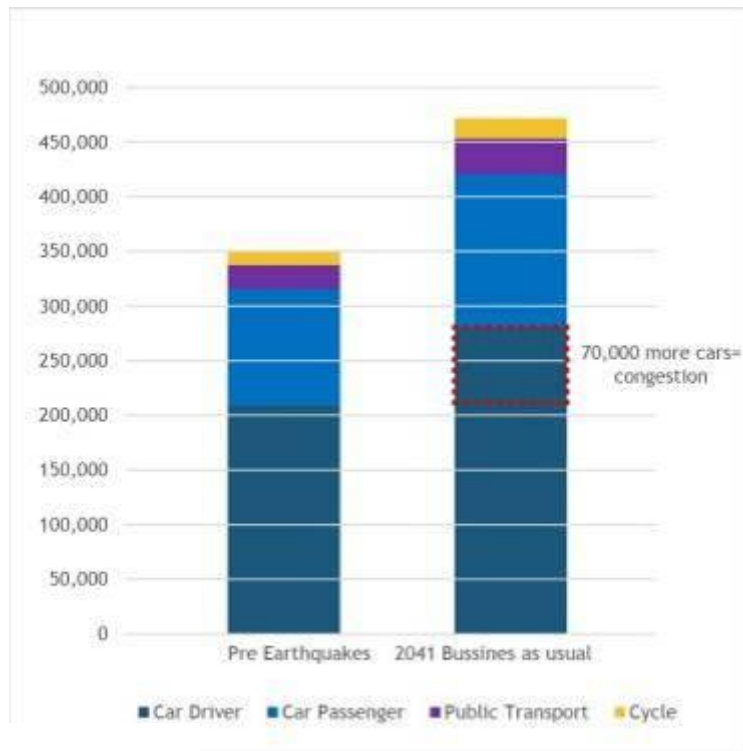
Forecast activity levels in the new central city



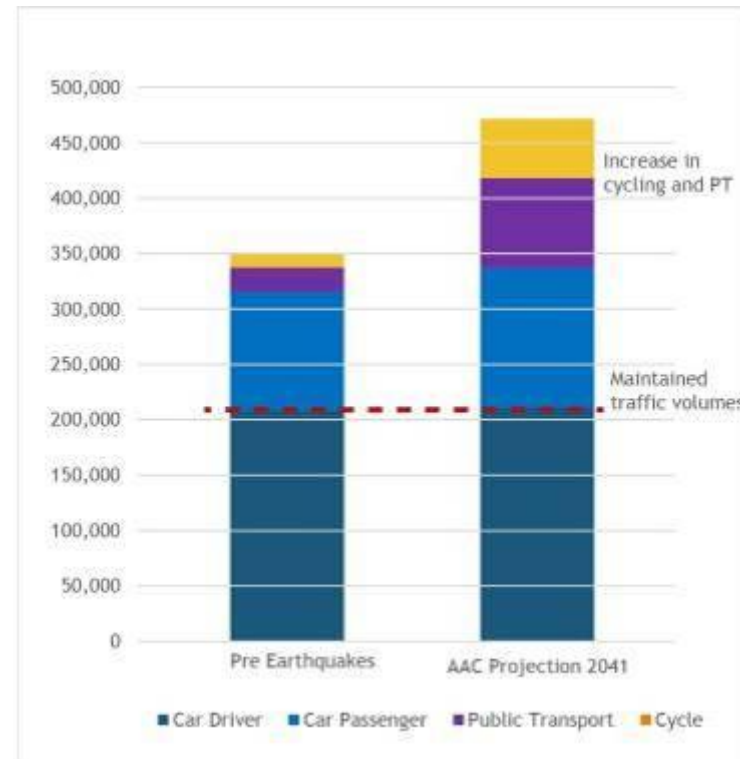
Managing future travel patterns



Mode share - BAU

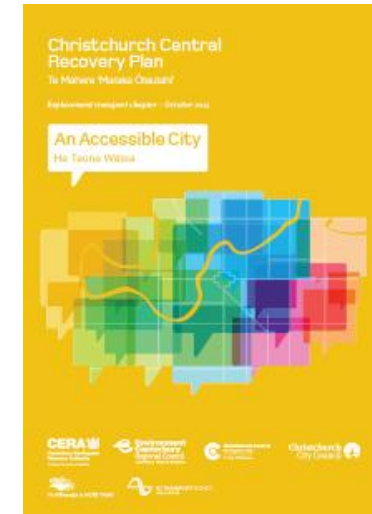


Mode share - shift



An Accessible City - Principles

- A transport system to support anchor projects and other developments in Recovery Plan
- Emphasis on improved walking, cycling and public transport infrastructure – increasing choice
- Preferred routes by mode of travel
- More pedestrian friendly city core with low speed streets
- Use of surrounding Avenues for traffic without a destination in the central city
- Efficient N-S and E-W distributor streets to help further reduce traffic pressures in heart of central city

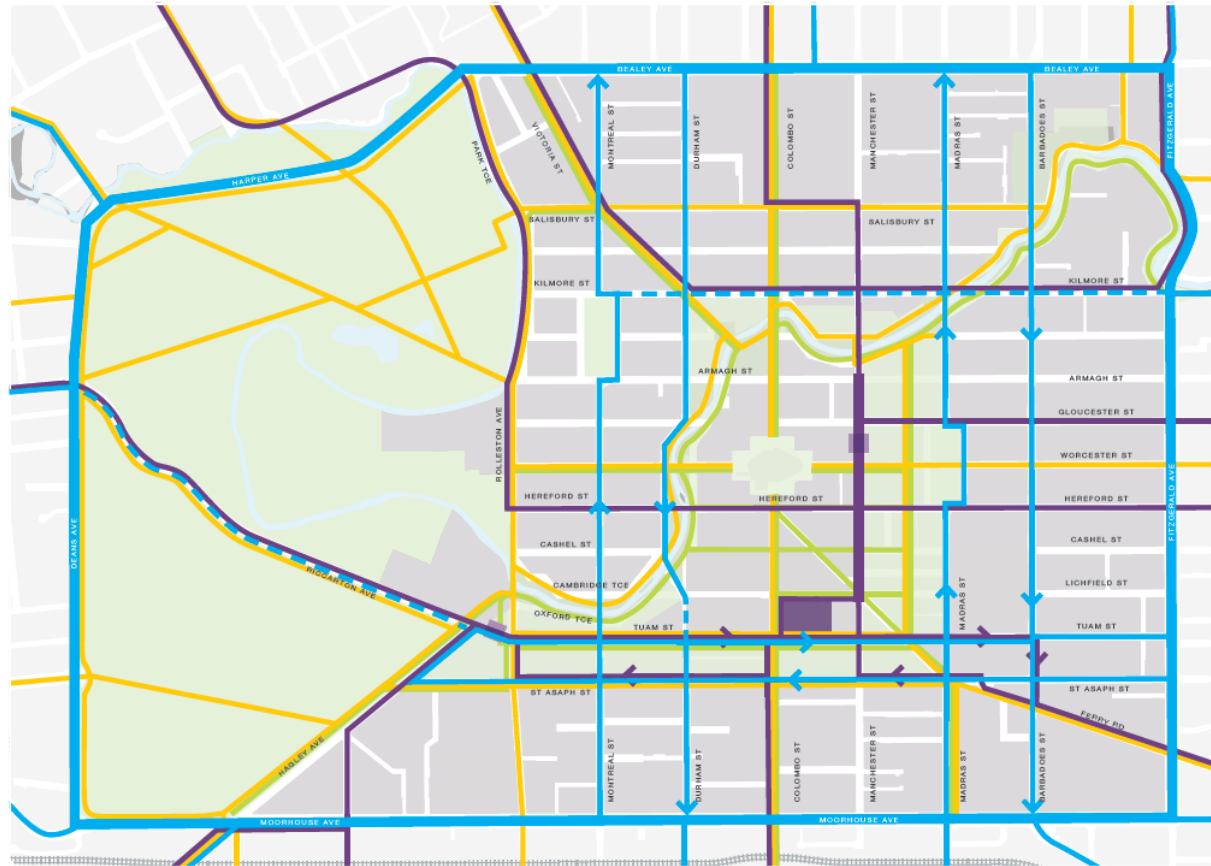


The challenge of space...



Which has resulted in referred routes by mode of travel...

The Road User Hierarchy



One network for meeting all travel needs and modes

Clear mode priority on some links for:

- Walking
- Cycling
- Public transport
- General traffic



Cycling



Car travel

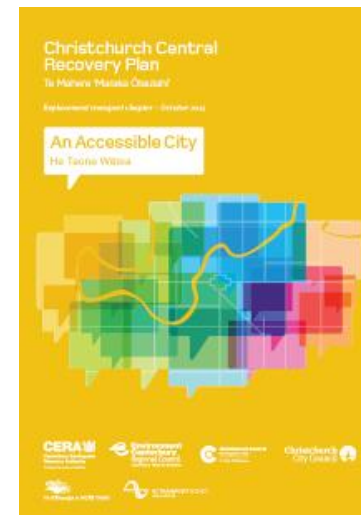


Walking



Public transport

***So how will we manage the
different mode choices?***

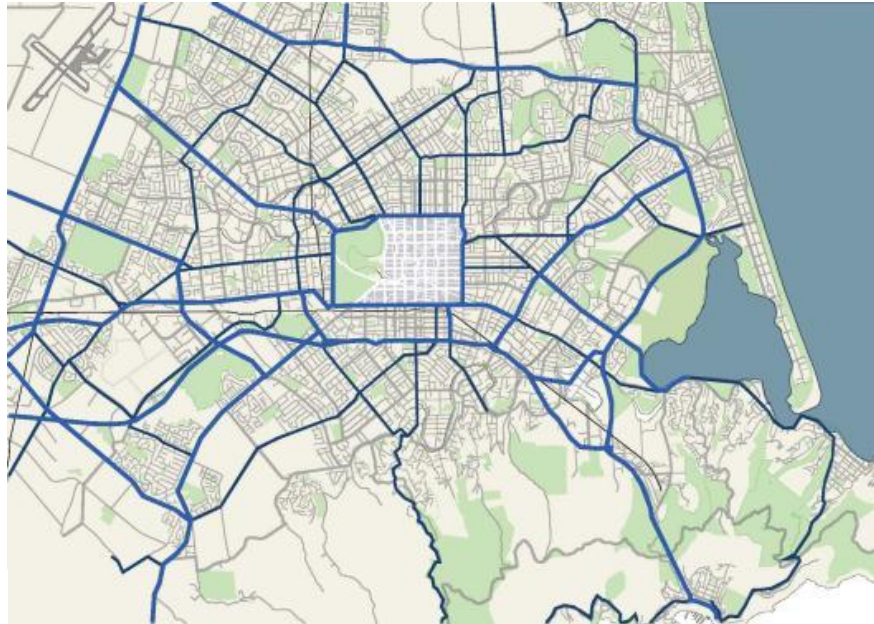


Use of surrounding avenues for traffic without a destination in the central city

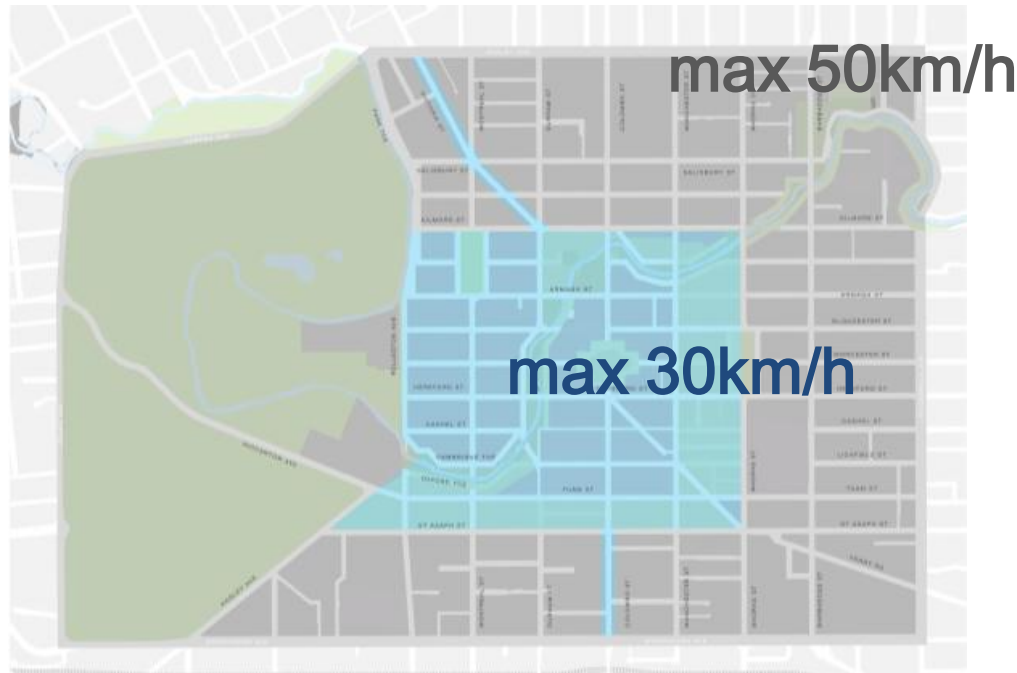


Aim:

Significantly less trips through the central city



New speed zones



Maximum speeds

Inner zone - maximum 30km/hr (including main streets)

Outer zone - maximum 50km/hr

Aims:

- *Improving safety*
- *Improving amenity and footfall*
- *Creating a more people friendly central city*
- *Improving vitality and economy*

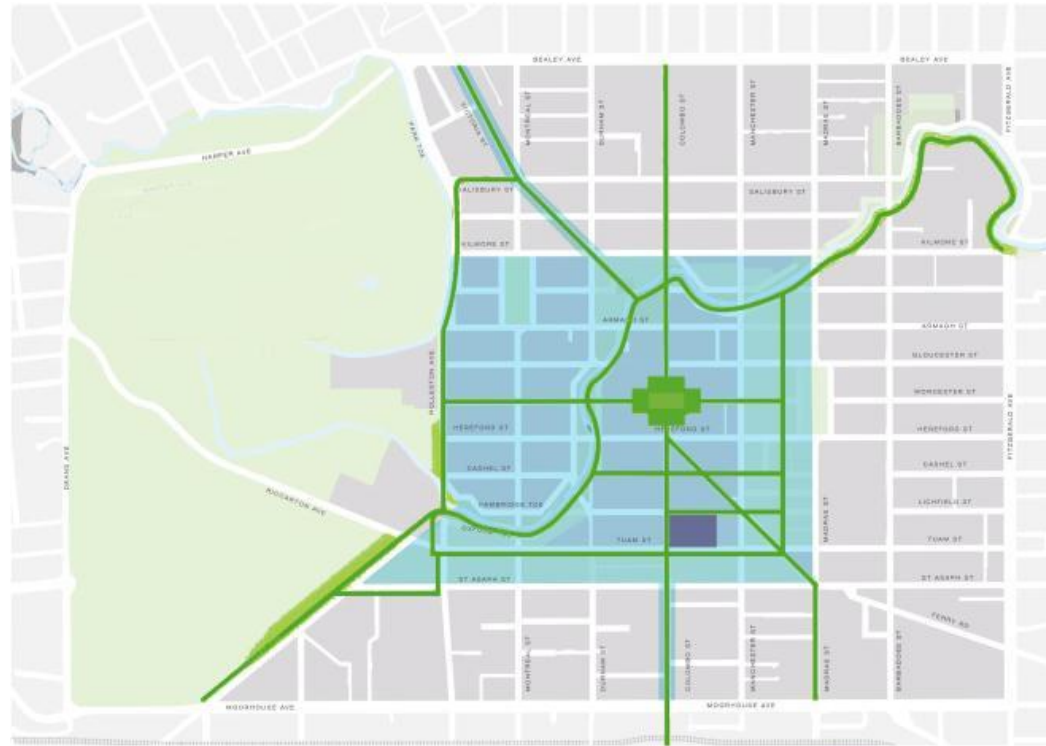


Christchurch Central
Development Unit

Ze Uiga Whakahiato

Preferred routes by mode of travel

Walking



All streets will have provisions for pedestrians

Bus interchange

Delivery:

Slow speed Inner Zone



More slow, shared streets



Barrier free / universal design principles



Christchurch Central
Development Unit

Ze Līgt Whakahiato

Preferred routes by mode of travel

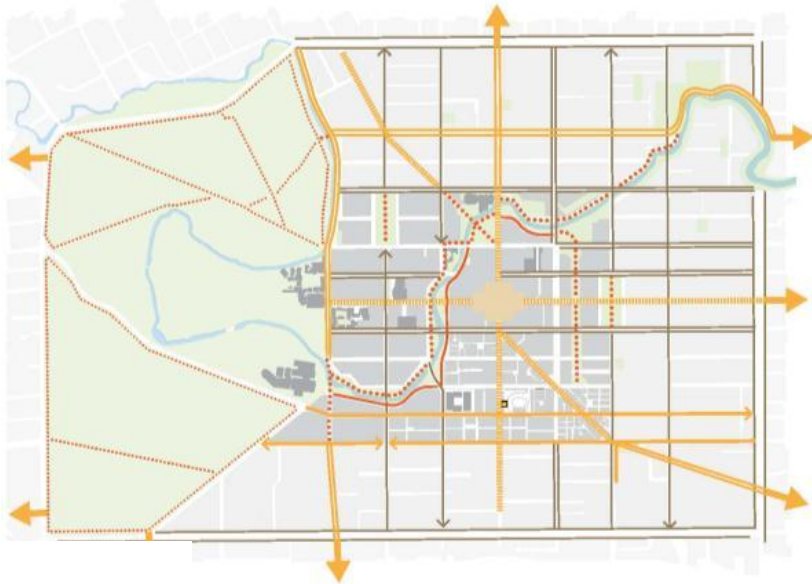
Cycling

Aims:

Safer, better protected cycling environment for nervous cyclists

Support three fold increase in usage

Links to city – wide Major Cycle Routes networks



Delivery:



Separated cycling facilities



Slow streets and shared streets

Preferred routes by mode of travel

Public Transport

Aims:

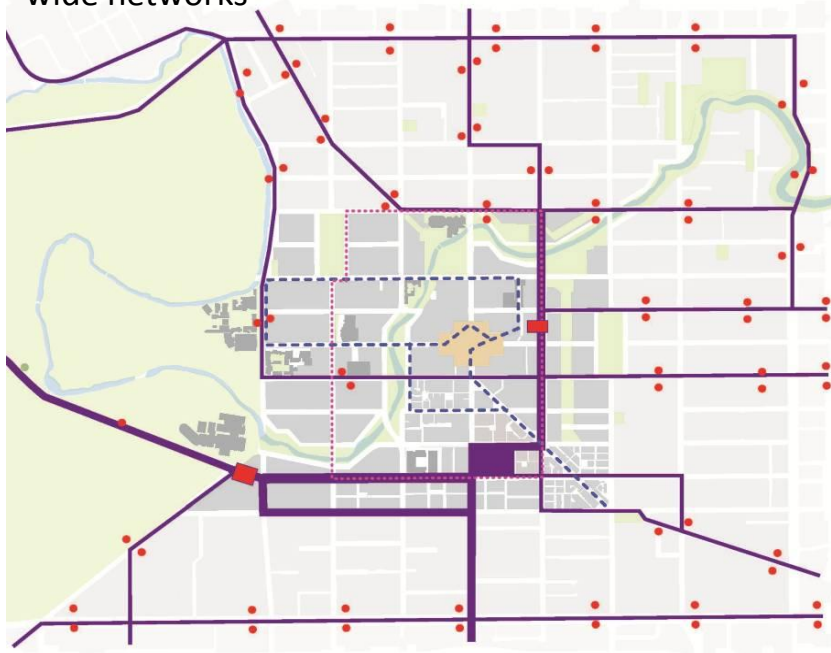
Triple public transport mode share

Reduce bus dominance on central city streets

Ensure efficiency on key routes

Improve passenger comfort and amenity

Fewer bus routes into city centre, but higher frequencies – links to new city wide networks



Delivery:

- New Bus interchange
- Manchester Boulevard (bus priority)
- Two super-stops at Manchester Street and Hospital



The First Phase Projects...



Consultation **No.1**

haveyoursay
www.ccc.govt.nz/haveyoursay

An Accessible City – transport projects: proposed changes

Moving the Central City forward

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

Hagley / Moorhouse Corner and surrounding streets

Consultation Friday 8 August – Monday 8 September 2014

CERA
Quaternary Earthquake Recovery Authority

Christchurch City Council

Response form

haveyoursay
www.ccc.govt.nz/haveyoursay

Hagley / Moorhouse Corner and surrounding streets – response form

Christchurch City Council is seeking your feedback on the transport project for Hagley / Moorhouse Corner and surrounding streets, and would like to hear from you. Feedback and comments are being sought during the consultation period from **15 August – 8 September 2014**.

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

By using the online response form at: www.ccc.govt.nz/haveyoursay	By mail, post to (no stamp required): Pre-post 178 AAC Transport Projects Capital Investigations Christchurch City Council PO Box 73011 Christchurch 8154
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 hand delivery to: - Civic Offices, 51 Hereford Street; or - At the drop-in sessions as shown on reverse

Please provide your feedback and comments on **Hagley / Moorhouse Corner and surrounding streets** below (and use additional paper if required).

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

Consultation **No.1**

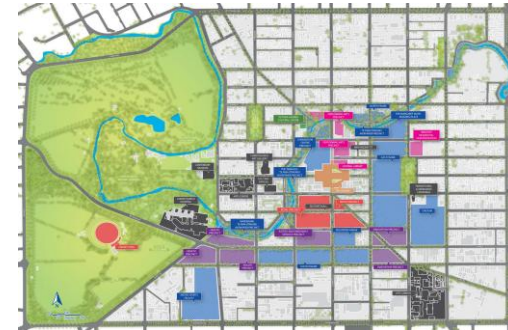
Christchurch City Council

First Phase Transport Projects

Key aims:

Supporting the early Anchor Projects, especially:

- Bus interchange (opening mid 2015)
- Avon River Precinct
- Health Precinct
- Retail Precinct



Achieving early benefits of AAC – enabling improved mode choices

Offering best value from Council / Crown Funding agreement

Making the most of the SCIRT underground utilities repair programme



Visualising where we are heading is a challenge....

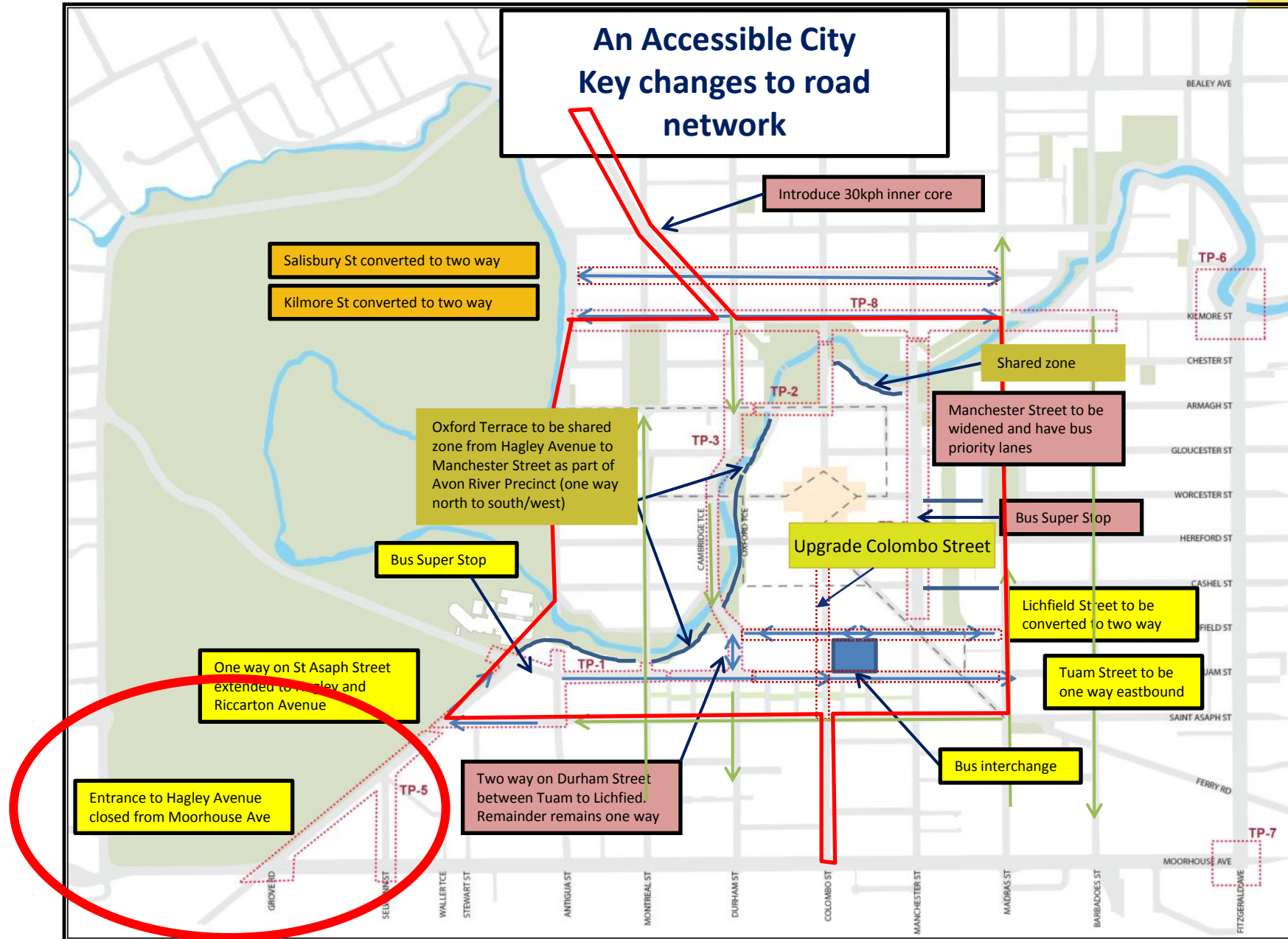




Visualising where we are heading is a challenge....



First Phase AAC Programme - Delivery



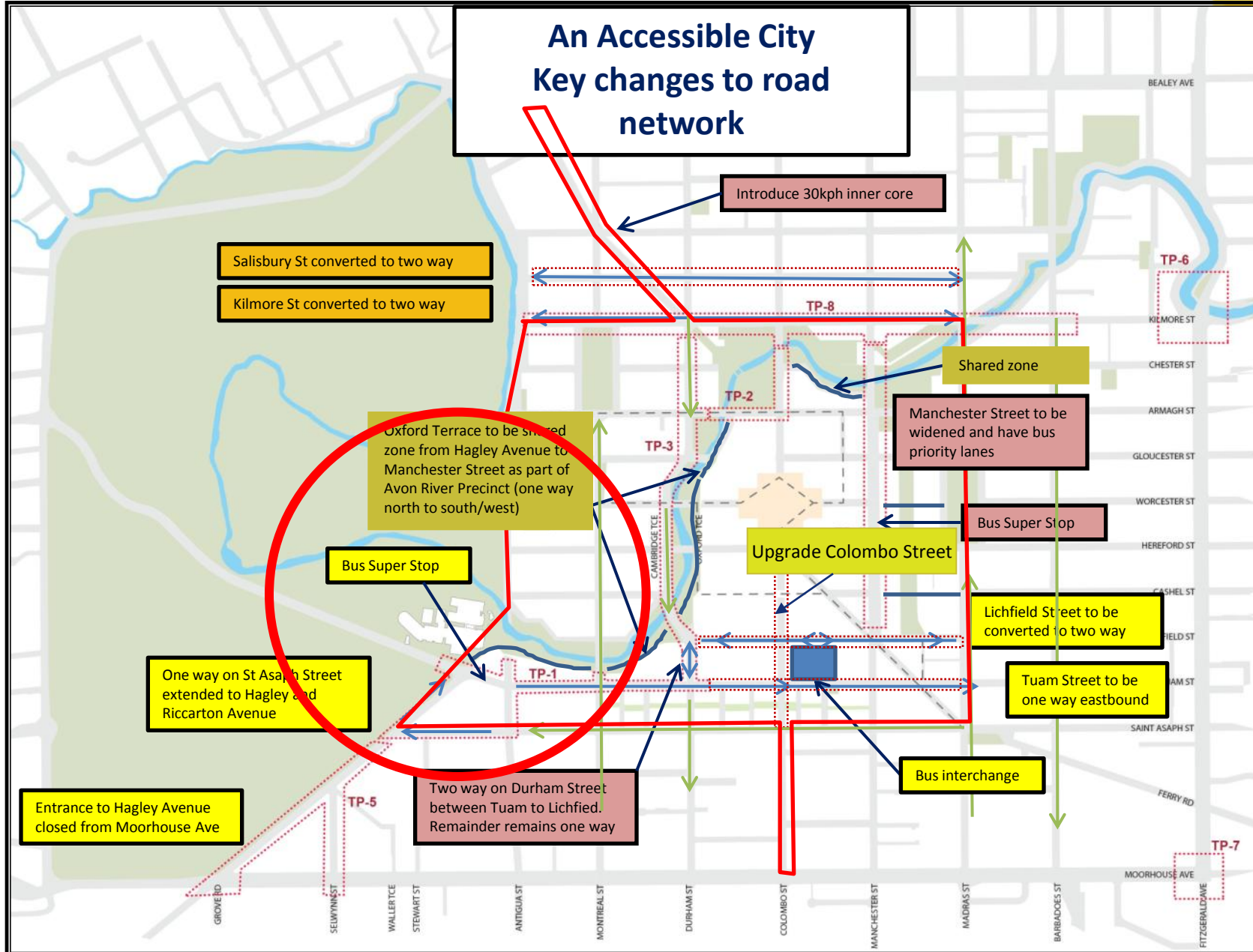








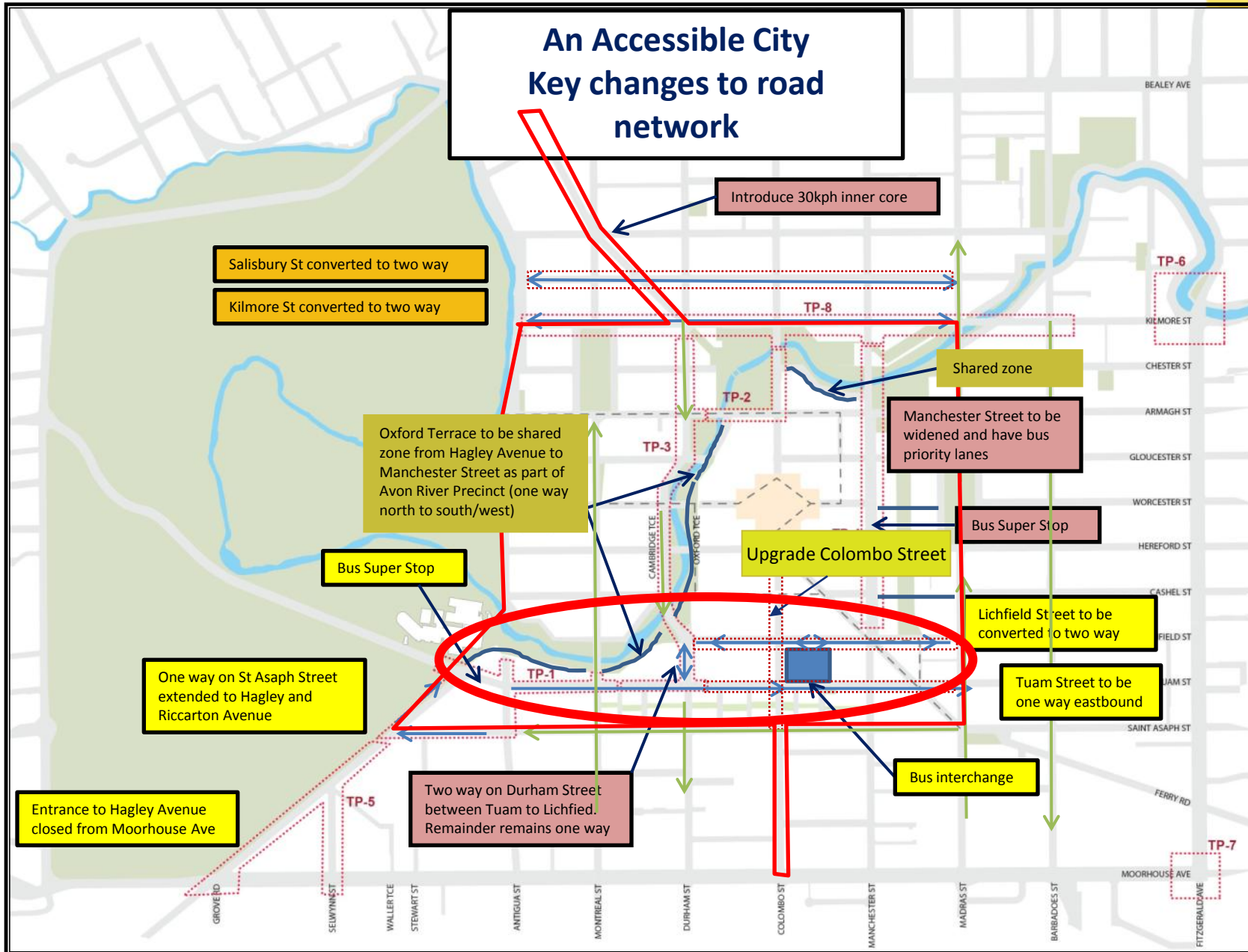
First Phase AAC Programme - Delivery







First Phase AAC Programme - Delivery

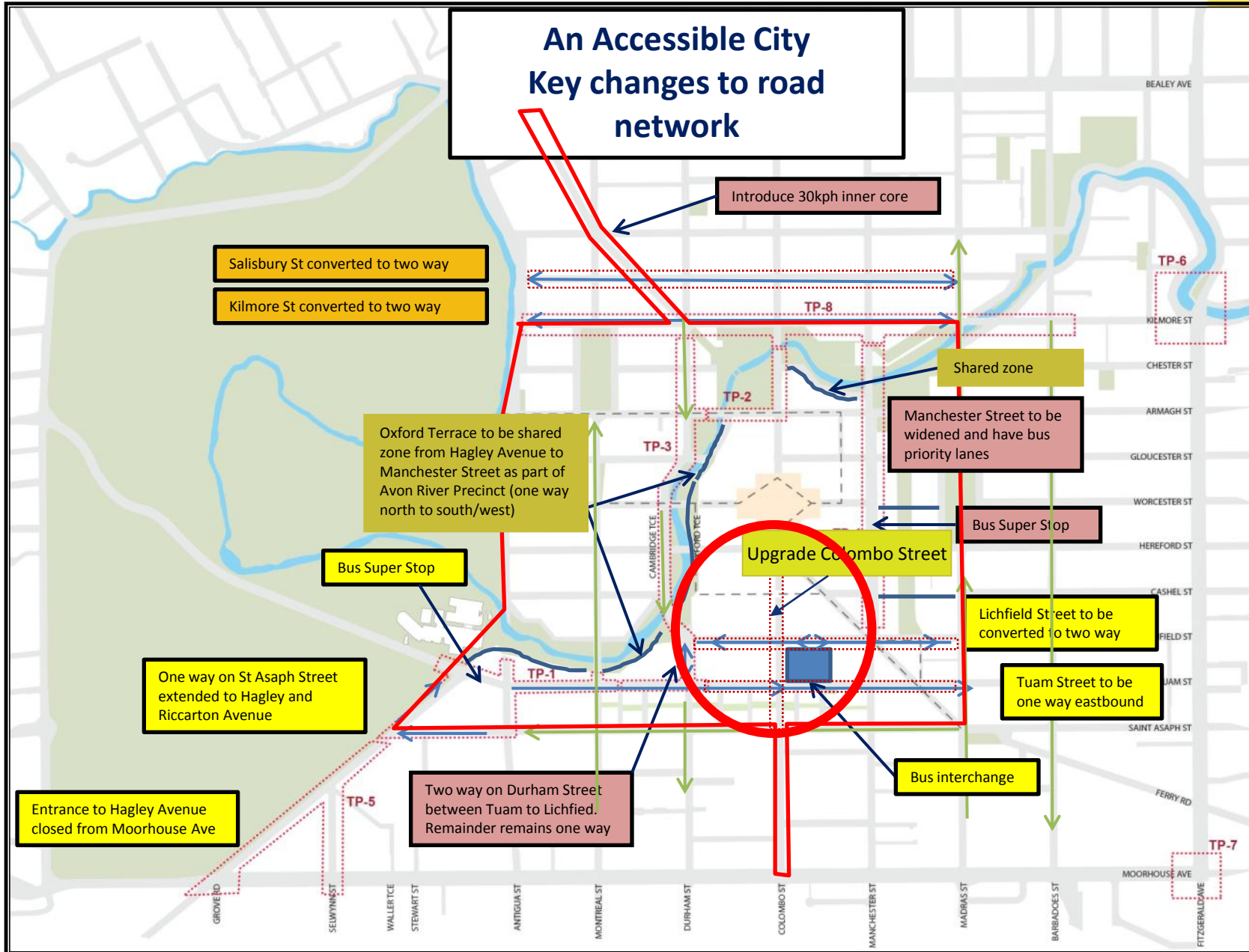








First Phase AAC Programme - Delivery



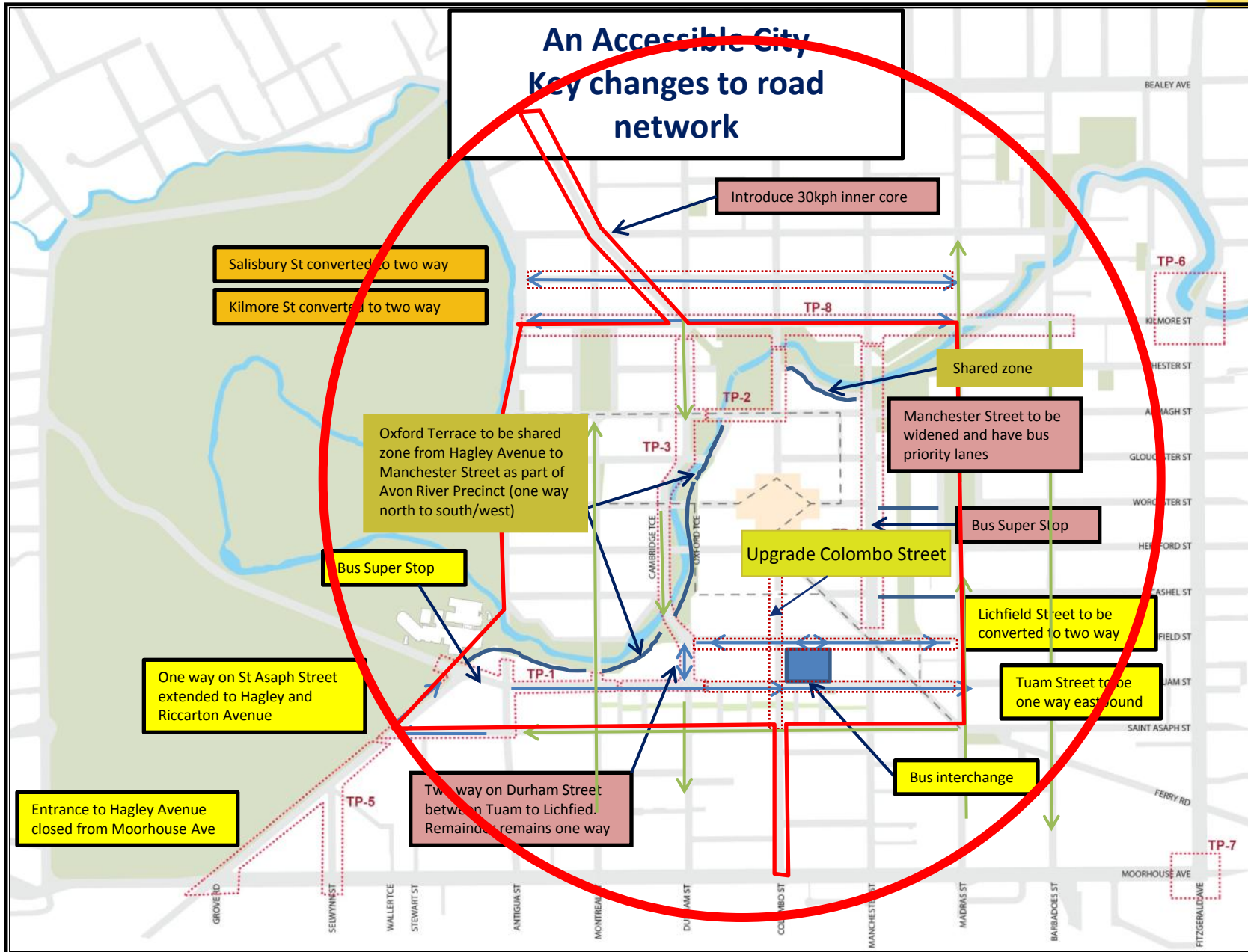


Colombo Street

Our first *Copenhagen style* cycle lanes taking shape in the central city...



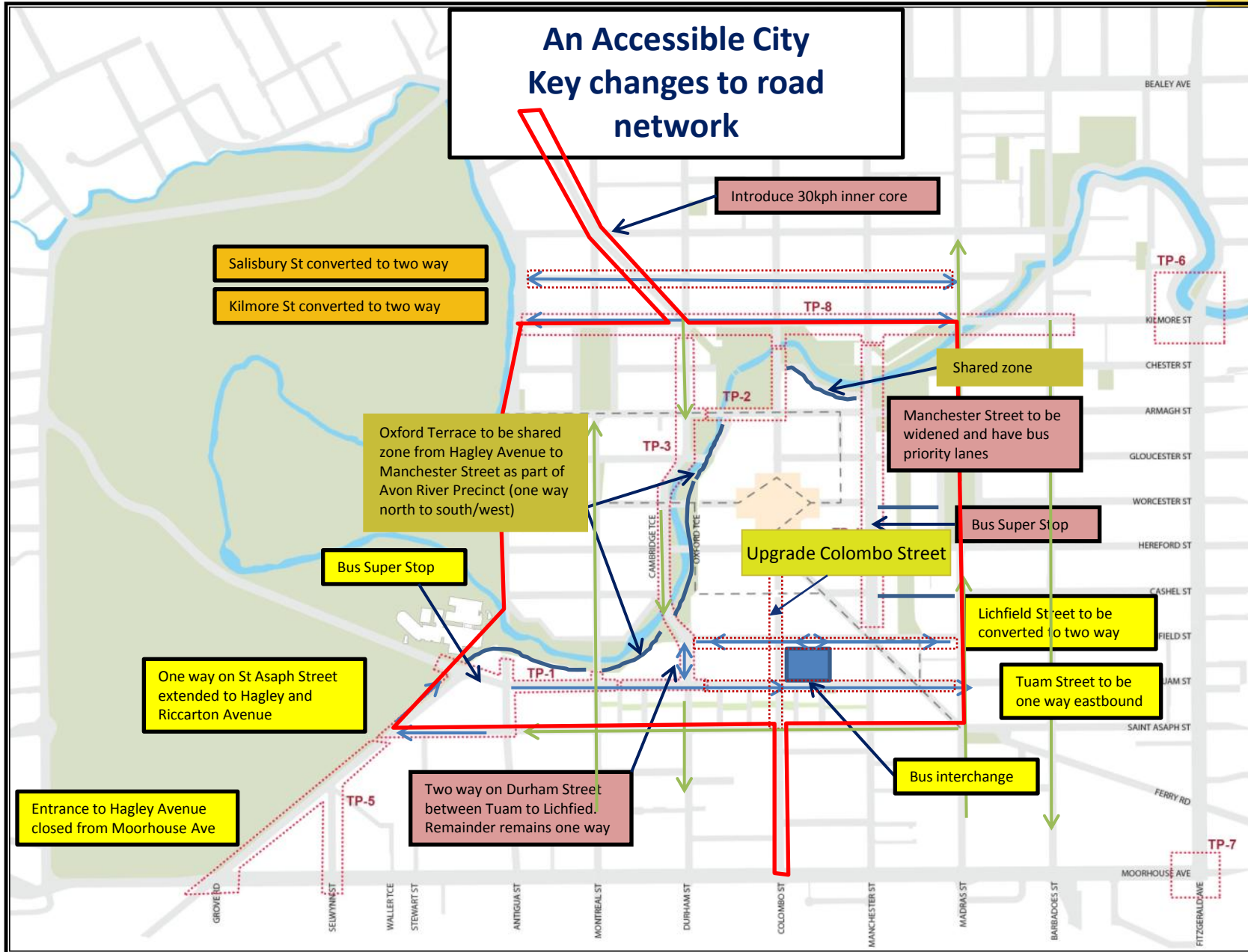
First Phase AAC Programme - Delivery





Removing the TEMPORARY plate...

First Phase AAC Programme - Delivery



And finally....



Riverside walk and punt stop near Worcester Street bridge

ARTIST IMPRESSION



East Frame central park concept

ARTIST IMPRESSION



ARTIST IMPRESSION



ARCHITECT'S CONCEPT DRAWING

Some key challenges so far...



- *There is rarely enough space to accommodate all modes to a “5 star” level of service on each corridor, hence some difficult choices have been made. Here, the Road Use Hierarchy is proving invaluable*
- *Undertaking complex public and stakeholder consultation in parallel with tight delivery timetables is one of our greatest logistical challenges*
- *Securing further funding for the full AAC package is a current focus – demonstrating the transport, social and wider economic benefits of further investment*

Some key learning points so far....



- *A clear vision for the future shared with the community is the Plan's key asset*
- *We always need to keep the outcomes and vision in mind, especially when difficult choices are being made over the shape, look and cost of projects*
- *A suitable scheme is nearly always there – but it will often involve compromise*
- *The transport network is not an end in itself – it is instead simply about finding the best response to the Recovery Plan's vision*
- *Our greatest strength is our team approach to challenges – and having difficult conversations with friends!*
- *...oh, and as they say, Rome wasn't built in a day!*

City Wide Planning

