Christchurch Central Recovery Plan
Te Mahere ‘Maraka Ōtautahi’

An Accessible City
He Taone Wātea
TL:DR

Maximising the value of the asset

Sharing the street in a smarter way
Share an idea campaign
Share an idea campaign

- Strong built identity
- A prosperous city
- Central city living
- A compact core
- Fewer cars in the central city
- An accessible city
- A distinctive city
- A green city
- A vibrant city
Christchurch Central Recovery Plan

• Developed in partnership
• Approved October 2013
• Framework for recovery partners to work to
The blueprint plan

The anchor projects are:

1. The Frame
2. The Earthquake Memorial
3. Te Puna Ahurea Cultural Centre (indicative site)
4. Papa o Ōtākaro / Avon River Precinct
5. The Square
6. Retail Precinct
7. Convention Centre Precinct
8. Health Precinct
9. Justice and Emergency Services Precinct
10. Performing Arts Precinct
11. Central Library
12. Residential Demonstration Project
13. Metro Sports Facility
14. Stadium
15. Cricket Oval
16. Bus Interchange
17. Innovation Precinct
Christchurch Central Recovery Plan

60,000 Employees   20,000 Residents

Central City Landuse Summary
(Rapid Recovery CCRP Update Scenario)

Note that this scenario reflects an input assumption that Central City employment will return to pre-quake levels by 2021.

Data current for Update: September 2013
Comparison of daily trips made to, from and within the central city*

Increase in number of cycling and public transport trips

*excludes walking
Preferred routes by mode of travel

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
New speed zones

Aim:
Pedestrian friendly city core

Maximum speeds
- Inner zone - maximum 30km/hr (including main streets)
- Outer zone - maximum 50km/hr
Which means sharing the street differently…

Typical street width: 20m

7.5m available

3m  3.75m  6.5m  3.75m  3m
Preferred vehicle routes to minimise conflicts on other modes

1. Avenue

2. Main Distributor

3. Local Distributor
Preferred routes by mode of travel

**Walking**
Preferred routes by mode of travel

Cycling

- Separated cycling facility
- Slow streets – shared streets
- On Road cycle lane
Preferred routes by mode of travel

Public Transport

- Fewer bus routes into city centre, but higher frequencies
- New Bus interchange
- Manchester Boulevard (bus priority)
- Two super-stops at Manchester Street and Hospital
Streets and Spaces Design Guide

- Comfort
- Inviting
- Sense of Place
- Safe
- Green
- Resilient and Flexible
- Legible
- Walkable
How?
Sharing the street and spaces differently

Pedestrian friendly improvements, 2.4m barrier-free and widening in places

Cycle improvements, separated facilities and slower speed environment

Re-prioritised parking and landscaping strip

Vehicle reliability, slower speed, narrower lanes
Entrance to Hagley Avenue from Moorhouse Avenue closed.

One way on St Asaph Street extended to Hagley and Riccarton Avenue.

Salisbury St converted to two way.
Kilmore St converted to two way.

Oxford Terrace to be shared zone from Hagley Avenue to Manchester Street as part of Avon River Precinct (one way north to south/west).

Two way on Durham Street between Tuam to Lichfield. Remainder remains one way.

Bus interchange

Manchester Street to be widened and have bus priority lanes.

Lichfield Street to be converted to two way.

Tuam Street to be one way eastbound.

Improve intersection.

Introduce 30kph inner core.

Bus Super Stop

Shared zone

An Accessible City
Changes to road network

Oxford Terrace to be shared zone from Hagley Avenue to Manchester Street as part of Avon River Precinct (one way north to south/west).

Manchester Street to be widened and have bus priority lanes.

Lichfield Street to be converted to two way.

Tuam Street to be one way eastbound.

Improve intersection.

Introduce 30kph inner core.

Bus Super Stop

Shared zone
AAC – Upcoming Projects
TP4 Manchester Street

- Main distributor street
- 2 way
- Bus priority
- Bus super stops
- High amenity public realm
- Adjacent to East Frame
AAC Public Transport Network
Manchester Street: Overview
Manchester Street: Super-Stop
Current TP4 cross sections:
Super-Stop design concept
Comparison of TP4 cross sections:
Super-Stop

Old

New
Bringing People on the Journey

• CCC Councillors
• ECan Commissioners
• Public Transport Working Group
• Community Board
• Various Groups
  • CDHB
  • Central City Business Association
  • Police
  • Fire
  • Cycling Advocates
  • Blind Foundation
Questions?