

An Accessible City: Proposed changes to Victoria Street



Consultation closes 2 June 2016

Consultation No.5



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Presentations and drop-in sessions

Thursday 19 May 2016

5pm–7pm

(Presentation at 5.30pm)

Knox Church Hall,
28 Bealey Avenue

Monday 23 May 2016

4pm–6pm

(Presentation at 4.30pm)

Mashina Lounge,
55 Peterborough Street

Wednesday 25 May 2016

12noon–3pm

(Presentation at 12.30pm)

HMNZS Pegasus,
419 Montreal Street

Image opposite: Looking toward the southern section of Victoria Street from the Salisbury/Montreal streets intersection.

Further information

Contact: Jennie Hamilton,

Engagement Advisor

Phone: (03) 941 5207

Email: AACtransportprojects@ccc.govt.nz

Tell us what you think

The Council wants to improve Victoria Street for people travelling by foot, bicycle and public transport, while reflecting the contemporary style of the street's new buildings. To support this scheme, changes are also proposed to surrounding traffic routes.

There are more details in the following pages of this booklet, but the key proposed changes are:

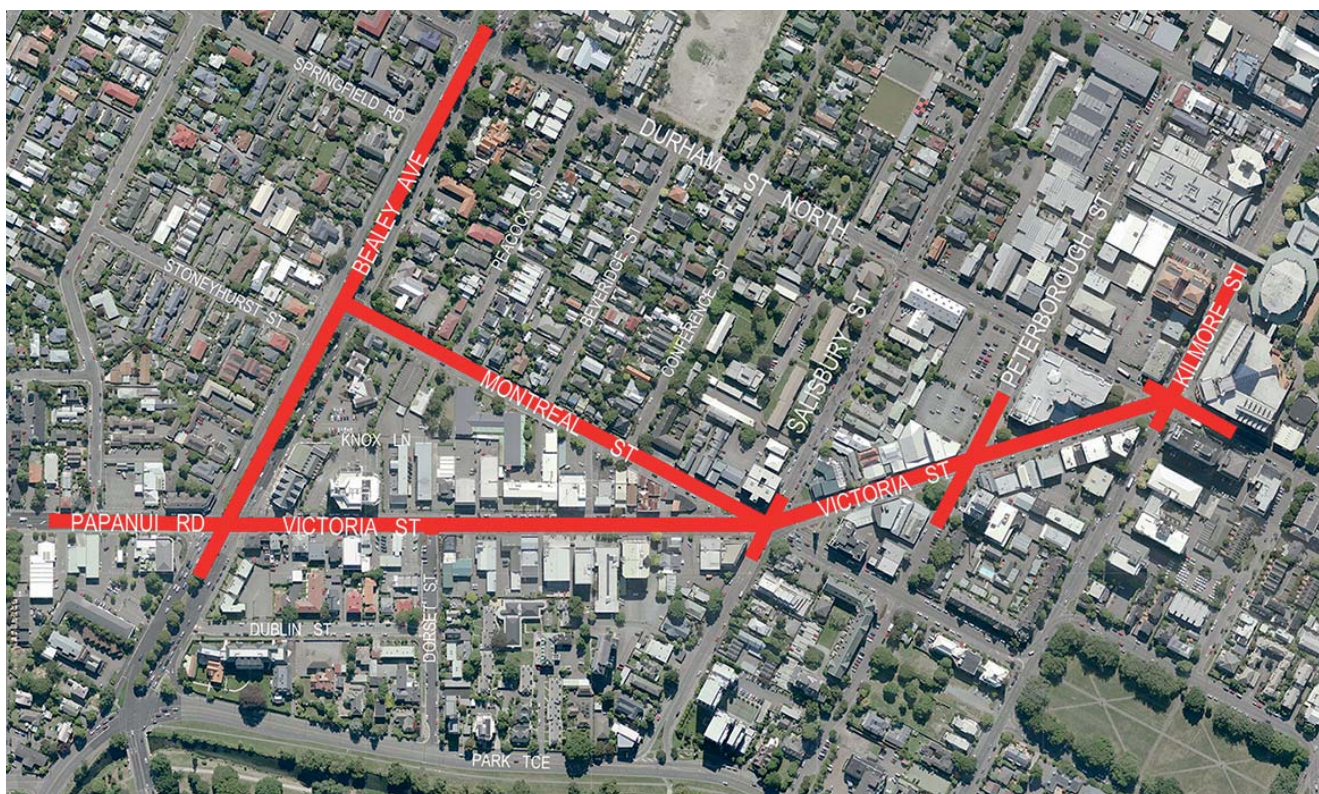
- Remove the through route for vehicles using Victoria Street to create a destination. This would be made possible by:
 - preventing vehicles from entering and exiting Victoria Street (north) at the Salisbury/Montreal streets intersection. Access would be from a new T-intersection on Montreal Street, and full access would remain at the Bealey Avenue/Papanui Road intersection
 - preventing vehicles from entering and exiting Victoria Street (south) from both the Salisbury/Montreal streets intersection and the Durham/Kilmore streets intersection
- Prioritise movements along Victoria Street for people travelling by foot, bicycle or bus and improve the environment along the street to enhance people's journeys
- Prioritise vehicle movements on Montreal Street and Bealey Avenue by:
 - changing the road markings on Montreal Street to provide an additional turning lane; and
 - modifying kerbs and changing the road markings on Bealey Avenue to provide an extra lane for right-turning vehicles into Papanui Road.
- Add approximately 55 new trees
- Remove 50 on-street parking spaces over the project area, including 32 spaces from Victoria Street. It is proposed to introduce time limits for car parking on Salisbury and Montreal streets (within and adjoining the project area) to increase turnover of these car parks for visitors
- Improve street lighting
- Make changes to the pedestrian crossings on Bealey Avenue at the Durham Street intersection.

An Accessible City

The proposed changes to Victoria Street are part of a much wider project called An Accessible City, which forms the transport chapter of the Christchurch Central Recovery Plan. The chapter prioritises bus, cycle and pedestrian movements on Victoria Street, and motor vehicles on Montreal Street and Bealey Avenue.

For more information about An Accessible City and the Christchurch Central Recovery Plan, visit ceraarchive.dpmc.govt.nz/documents/christchurch-central-recovery-plan

Map of the project area



Options considered

In proposing the changes outlined in this booklet, the Council considered four different options against its objectives for Victoria Street, also factoring in future changes to Kilmore and Salisbury streets. Option 1 – the option being consulted on – is the most restrictive in terms of vehicle movements. However, it was clear that as more turns were introduced at vehicle intersections, the less the scheme met the key objectives for Victoria Street.

Option 1 – Maximum intervention

Option 1 proposes to restrict vehicles entering and exiting Victoria Street. As a key bus and cycling route, buses and cyclists would be able to travel the full length of Victoria Street. Simplified intersections would also improve pedestrian access.

Option 2 – Medium intervention

Changes to Bealey/Papanui and Bealey/Montreal intersections; no vehicle access to Victoria Street at Montreal/Salisbury or Durham/Kilmore intersections; access from Victoria Street to Salisbury Street.

Option 3 – Minimum intervention 1

Changes to Bealey/Papanui and Bealey/Montreal; no vehicle access to Victoria Street at Montreal/Salisbury or Durham/Kilmore intersections. Vehicle access from Victoria Street to Salisbury Street; access to Montreal Street and Salisbury Street from Victoria Street (south); access to Durham Street from Victoria Street (south).

Objective	Existing	Option 1	Option 2	Option 3	Option 4
Reduce the through function of Victoria Street, between Montreal Street and Bealey Avenue, in favour of a destination function	X	✓✓	✓	✓	✓
Maintain efficient and reliable bus movement into and through Victoria Street	X	✓✓	✓	✓	XX
Design intersections that are simple, intuitive and efficient, supporting different users' priorities and way finding	X	✓✓	✓	✓	XX

Option 4 – Minimum intervention 2

Changes to Bealey/Papanui and Bealey/Montreal; no vehicle access to Victoria Street at Montreal/Salisbury or Durham/Kilmore intersections. Vehicle access from Victoria Street to Salisbury Street; access to Montreal Street and Salisbury Street from Victoria Street (south); access to Durham Street from Victoria Street (south); access to Victoria Street from Kilmore Street.

Cost

The total cost of the proposed changes to Victoria Street and its surrounding traffic routes would be approximately \$7 million, which was approved as part of the Council's 2015–2025 Long Term Plan. The Council also intends to explore potential funding opportunities with local businesses, which may be willing to contribute to lower priority parts of the project, such as improved street lighting and tree planting.

How to have your say

How to give us your feedback

A response form is included near the back of this booklet. However, you can provide your feedback in a number of ways:

- **Online:**
ccc.govt.nz/HaveYourSay
- **Email:**
AACtransportprojects@ccc.govt.nz
(Please make sure your full name and address is included with your submission)
- **Mail (no stamp needed):**
Freepost 178
AAC Transport Projects
Public Information and
Participation Unit
Christchurch City Council
PO Box 73013
Christchurch 8154
- **Hand delivery:**
 - Civic Offices, 53 Hereford Street;
or
 - At any of the drop-in sessions shown in the yellow box on this page.

Please make sure your response arrives at the Council before 5pm, Thursday 2 June 2016.

Next steps

After the consultation closes on 2 June 2016, we will send a summary of written feedback to all submitters, along with the project team's recommended plans for approval. Submitters will also receive information about how they can speak directly to elected members before a decision is made.

Further information

Contact: Jennie Hamilton,
Engagement Advisor
Phone: (03) 941 5207
Email: AACtransportprojects@ccc.govt.nz

haveyoursay

www.ccc.govt.nz/haveyoursay

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Proposed changes to Victoria Street

The Council wants to prioritise Victoria Street for people travelling by foot, bicycle and public transport, while improving the surrounding traffic routes for vehicles.



Benefits for walking

Wider footpaths, improved crossings at intersections and along the street, more seating opportunities and an attractive landscape with more trees. The changes to Victoria Street will also reinforce the 30km/h speed limit, further enhancing the environment for pedestrians.



Benefits for public transport

Reliable travel times for bus passengers using Victoria Street.



Benefits for cycling

Wider cycle lanes, reduced traffic speeds and volumes, and additional parking for bicycles along Victoria Street. The Council is also proposing to improve cycle facilities on Montreal Street and Bealey Avenue.



Benefits for vehicles

Vehicle journey times would be improved through an additional turn lane proposed on Montreal Street (at Bealey Avenue) and by having two right-turn lanes on Bealey Avenue into Papanui Road. The changes to the pedestrian crossings on Bealey Avenue (at Durham Street) would also improve journey times.



User access

These images show how users would move in and out of Victoria Street, between Kilmore Street and Bealey Avenue. All streets are accessible for people travelling on foot.

Public transport routes

The Blue Line, number 29 and number 95 bus routes will continue to go both north and south on the northern section of Victoria Street. The three routes will use the southern section of Victoria Street for northbound journeys, and will be able to turn right from Kilmore Street into Victoria Street and travel diagonally northbound through the Montreal/Salisbury streets intersection.

Buses heading towards the central-city bus interchange will continue to use Salisbury Street until Kilmore Street becomes two-way. Buses will then be able to travel diagonally southbound through the Montreal/Salisbury streets intersection and turn left onto Kilmore Street from Victoria Street.



Cycle routes

People travelling by bicycle would be able to travel the length of Victoria Street by diagonally crossing from Victoria Square to Victoria Street and through the Montreal/Salisbury streets intersection. People cycling from Kilmore Street would also be able to turn right into Victoria Street (south), as well as turn right from Salisbury Street into Victoria Street (south).



Vehicle routes

Access for vehicles would be removed at the key intersections to reduce the amount of through traffic on Victoria Street. This would support the priority modes, providing simple intersection arrangements and helping create a vibrant destination. Vehicles wanting to access and leave Victoria Street (south) would need to use Peterborough Street, as there would be no access from the Durham/Kilmore streets intersection or the Montreal/Salisbury/Victoria streets intersection.

Vehicle access to, and exit from, Victoria Street (north) would be from Montreal Street via a new intersection. Full vehicle access to Victoria Street would be provided at the Bealey Avenue/Papanui Road intersection.



Artist's impressions

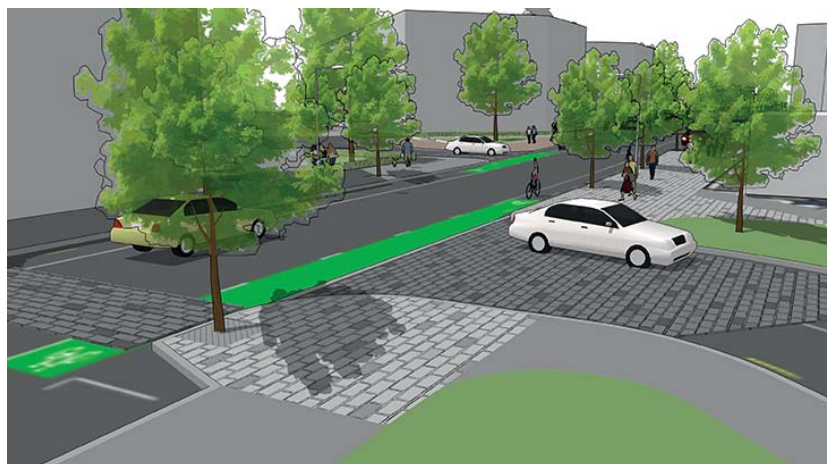
These images show how some of the proposed changes would look from street-level and elevated viewpoints. A virtual 'fly-through' video is also available on the Council's website at ccc.govt.nz/HaveYourSay



Looking north along Victoria Street from Victoria Square.



Looking south-east to the Peterborough/Victoria streets intersection.



Looking south-east at the Peterborough/Victoria streets intersection.

Artist's impressions (cont.)



Looking north-east to the Montreal/Salisbury streets intersection.



Looking south-east from Victoria Street towards the clock tower.



Looking south from Bealey Avenue.

Parking spaces

The Council is proposing to remove 50 on-street parking spaces over the project area, including 32 spaces from Victoria Street. This would be supported by changes to parking time limits on both Salisbury and Montreal streets.

	Location	Time limit	Existing	Proposed	Change
Victoria (Bealey to Salisbury)	East side	P10	2	0	-2
		P60 (\$)	24	17	-7
	West side, north of Dorset	P10	2	1	-1
		P60 (\$)	4	4	0
	West side, south of Dorset	P10	0	2	2
		P60 (\$)	18	7	-11

	Location	Time limit	Existing	Proposed	Change
Victoria (Kilmore to Salisbury)	East side, north of Peterborough	P60 (\$)	14	6	-8
		P10	0	2	2
	East side, south of Peterborough	Loading/taxi	No change		
	West side, south of Peterborough	P5	2	0	-2
		P60 (\$)	12	4	-8
	West side, north of Peterborough	P5	2	0	-2
		P60 (\$)	13	11	-2

	Location	Time limit	Existing	Proposed	Change
Salisbury (Park to Victoria)	North side	No time limits	16	0	-16
		Residents' parking	No change (1 car park)		
		P120	0	16	16
	South side	No time limits	18	0	-18
		P120	0	18	18
Salisbury (Victoria to Durham)	North side	No time limits	20	0	-20
		P120	0	20	20
		P60 (\$)	No change (3 car parks)		
	South side	No time limits	9	0	-9
		P120	0	9	9
		P60 (\$)	No change (6 car parks)		

Parking spaces (cont.)

	Location	Time limit	Existing	Proposed	Change
Montreal (Bealey to Salisbury)	West side	No time limits	20	0	-20
		P10	2	2	0
		P120 (\$)	9	9	0
		P120	0	16	16
Montreal (Bealey to Peacock)	East side	No time limits	3	0	-3
Montreal (Peacock to Beveridge)	East side	No time limits	9	8	-1
Montreal (Beveridge to Conference)	East side	No time limits	No change (residents' parking retained)		
Montreal Street (Conference to Salisbury)	East side	P120 (\$)	5	5	0
		P10	3	0	-3
Montreal Street (Salisbury to Peterborough)	West side	P120 (\$)	8	12	4
	East side	N/A	0	0	0
	West side	No time limits	6	0	-6
		P120	0	6	6
		P5	3	3	0
	East side	No time limits	11	0	-11
		P120	0	11	11

	Location	Time limit	Existing	Proposed	Change
Peterborough (Montreal to Victoria)	North side	P5	4	2	-2
		P60 (\$)	4	6	2
	South side	P60 (\$)	No change (11 car parks)		

Consultation Plans

The following pages of this booklet detail the specific changes proposed for Victoria Street and its surrounding traffic routes. The numbers inside the black circles refer to the corresponding plans.



Bealey Avenue/ Papanui Road/ Victoria Street intersection

1. Provision of two right-turn lanes from Bealey Avenue into Papanui Road.
2. To allow for the two northbound exit lanes, the through and right lanes on Papanui Road would be combined.
3. Relocate the bus stop on Papanui Road to allow for the two exit lanes. This would be moved further north, closer to Rastrick Street. A new bus stop is proposed outside property numbers 20 and 22 Papanui Road.
4. Change to the median island on Bealey Avenue to provide guidance for drivers travelling west.
5. Provide a gateway feature on Victoria Street to signify the change in speed environment to 30km/h.

#1



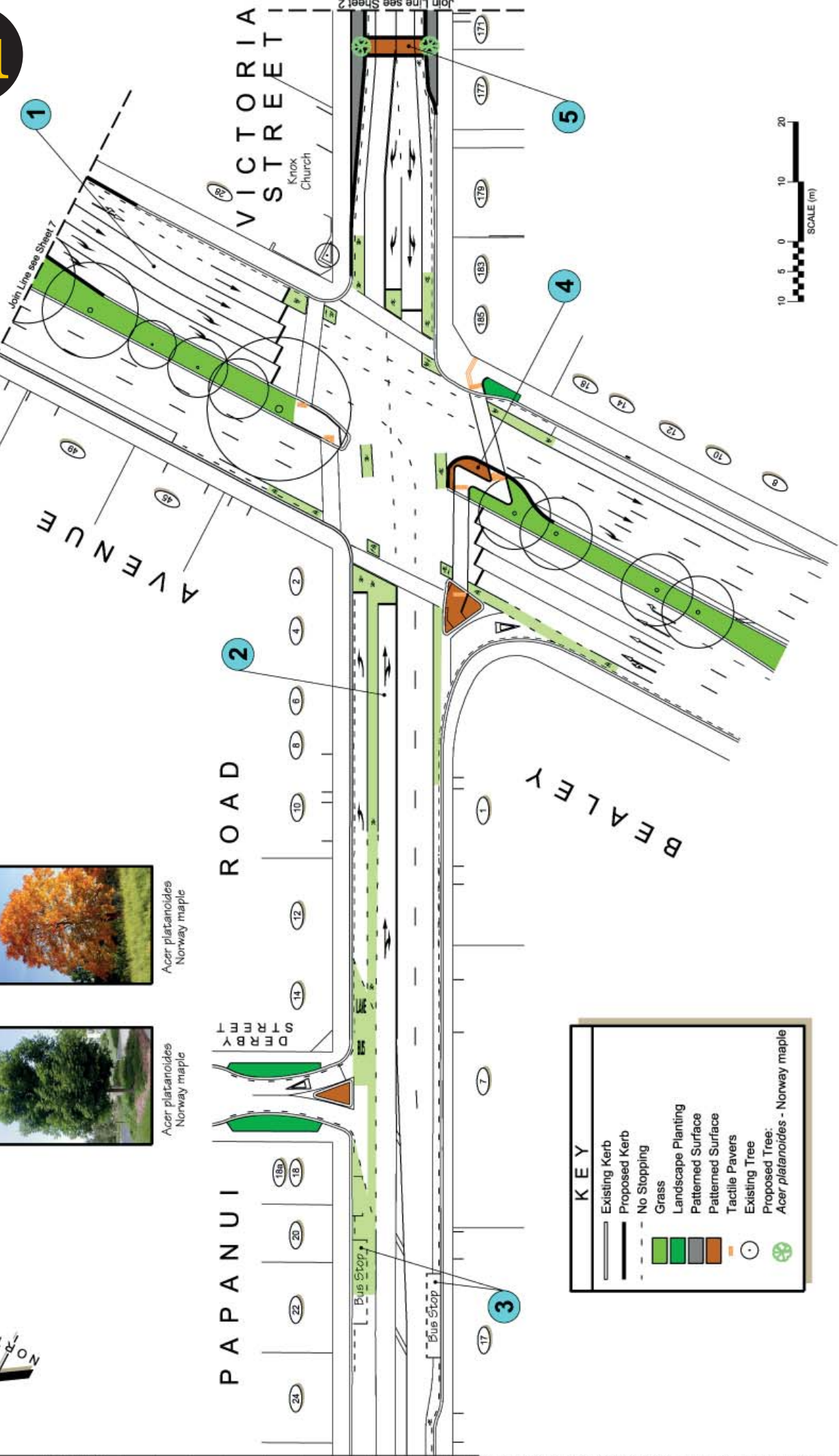
Acer platanoides
Norway maple



Acer platanoides
Norway maple



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KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Grass
	Landscape Planting
	Patterned Surface
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Proposed Tree:
	Acer platanoides - Norway maple

Original Plan Size: A3
ISSUE: 1 19/04/2016
TP346901 VMI

Sheet 1 of 8

Victoria Street
An Accessible City
Consultation Plan

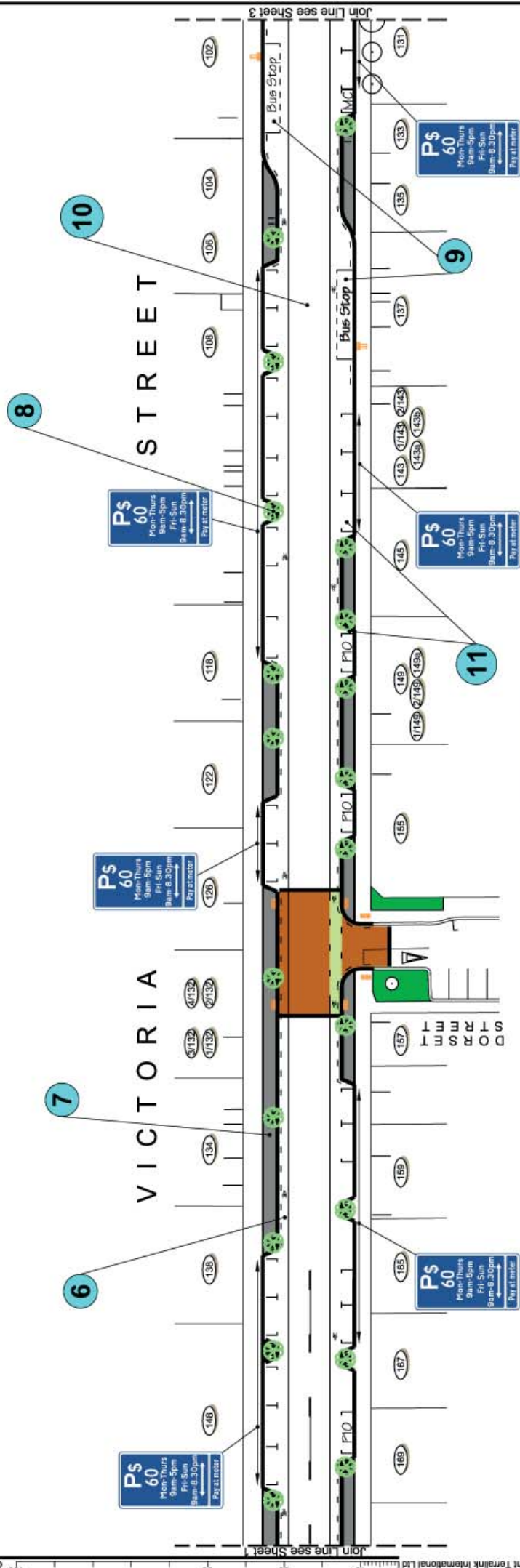


Consultation Plans



Victoria Street (north)

6. Widen cycle lanes on both sides of the street to 1.8 metres.
7. Proposed build-outs/kerb extensions to allow for cycle stands, seating and artwork, and to help with reducing traffic speeds in the 30km/h zone.
8. Trees in the parking lanes on both sides of the street.
9. Reduce the number of bus-stop pairs from two sets to one, and relocate to a central location.
10. Two traffic lanes for northbound and southbound travel. It is not proposed to mark the centre line, which would also help to reduce vehicle speeds in this slow-speed environment.
11. Removal of 12 car parks between Bealey Avenue and Salisbury Street. All car parks would remain time-restricted paid parking, or short-term parking for loading and servicing.



KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Grass
- Landscape Planting
- Patterned Surface
- Patterned Surface
- Tactile Pavers
- Existing Tree
- Proposed Tree: Acer platanoides - Norway maple



Acer platanoides
Norway maple

Acer platanoides
Norway maple



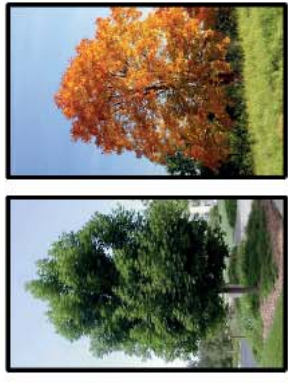
Consultation Plans



Montreal/ Salisbury/Victoria streets intersection

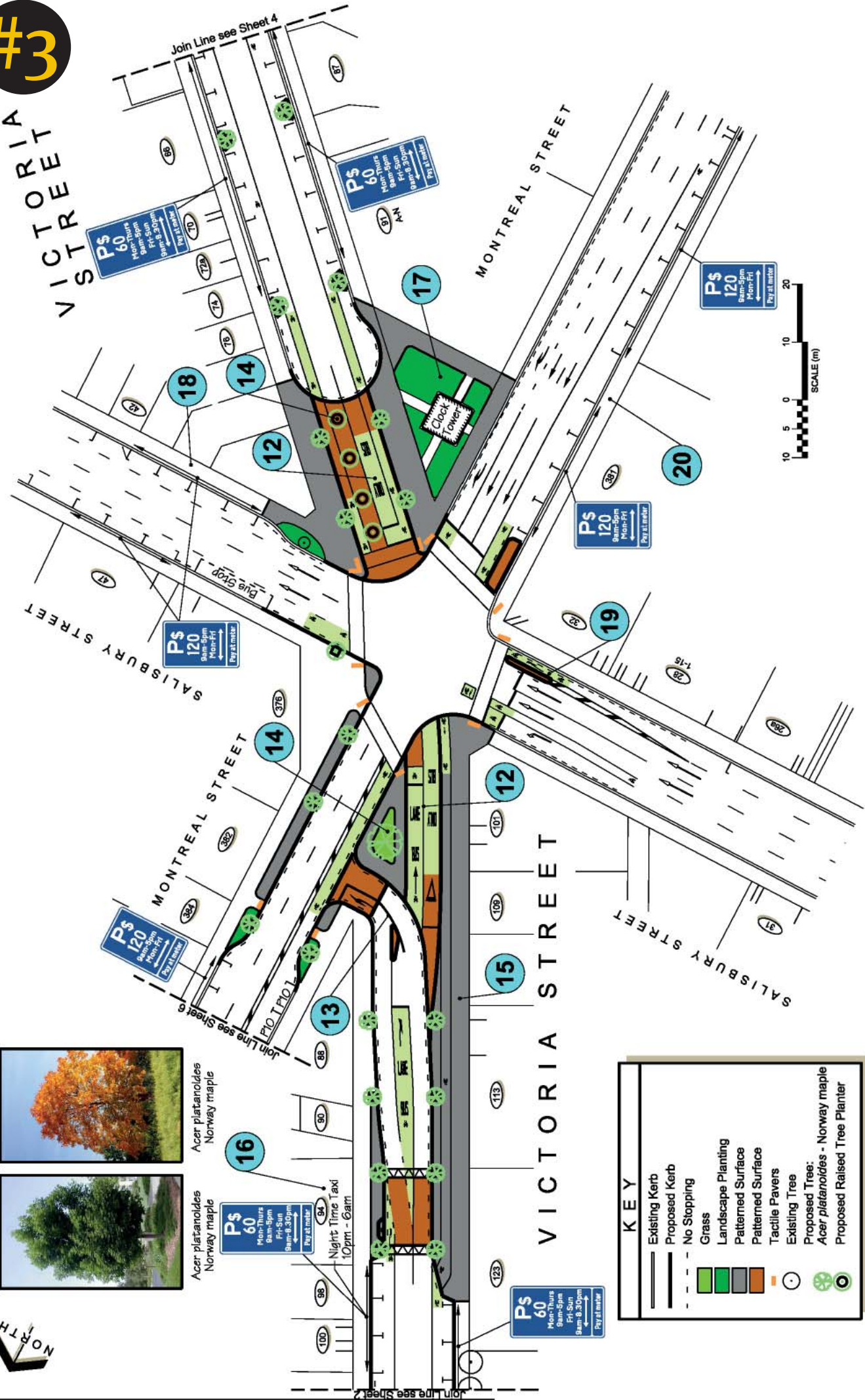
It is proposed to simplify the operation of this intersection by removing some access and turning movements.

12. Only buses and people travelling on bicycles would be able to travel diagonally through the intersection in both directions.
13. **Victoria Street (south)**
 - Vehicles leaving Victoria Street (south) would need to use Peterborough Street (west) and Montreal Street for north, east and westbound journeys.
 - Vehicles leaving Victoria Street (south) would need to use Peterborough Street (east) for southbound journeys using Durham Street.
- Victoria Street (north)**
 - Access to Victoria Street (north) would be from Montreal Street for all vehicle traffic. People leaving Victoria Street by vehicle would only be able to turn left onto Montreal Street and then would need to use Bealey Avenue.
14. Changes to the traffic movements create additional public spaces and areas for landscaping. Until Kilmore Street becomes two-way, buses would continue to use Salisbury Street to access the Central Interchange. In the interim, trees in planters would be placed in the exit lane on Victoria Street (south).
15. Wider footpaths on the west side of the street, from Salisbury Street to 123 Victoria Street.
16. Move night-time taxi stand to 100 Victoria Street, so it is closer to Revival Bar, Tequila Mockingbird and Boo Radley's.
17. Removal of the car parking behind the Clock Tower to create additional areas for landscaping and seating for people to enjoy the heritage setting and the surrounding heritage buildings.
18. Retain paid P60 parking on the north and south sides of Salisbury Street to the east of Montreal Street, to help turn over parking spaces for visitors. Additional parking on Salisbury Street would also be introduced through 120-minute, time-restricted car parking from Park Terrace to Durham Street.
19. While vehicles would not be able to turn right into Victoria Street from Salisbury Street (west), but people travelling on bicycles would be able to make this manoeuvre.
20. Four additional parking spaces provided on Montreal Street, south of Salisbury Street, following the removal of the current second turn lane into Victoria Street.



Acer platanoides
Norway maple

Acer platanoides
Norway maple



KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Grass
- Landscape Planting
- Patterned Surface
- Patterned Surface
- Tactile Pavers
- Existing Tree
- Proposed Tree: Acer platanoides - Norway maple
- Proposed Raised Tree Planter



Consultation Plans



Victoria Street (south)

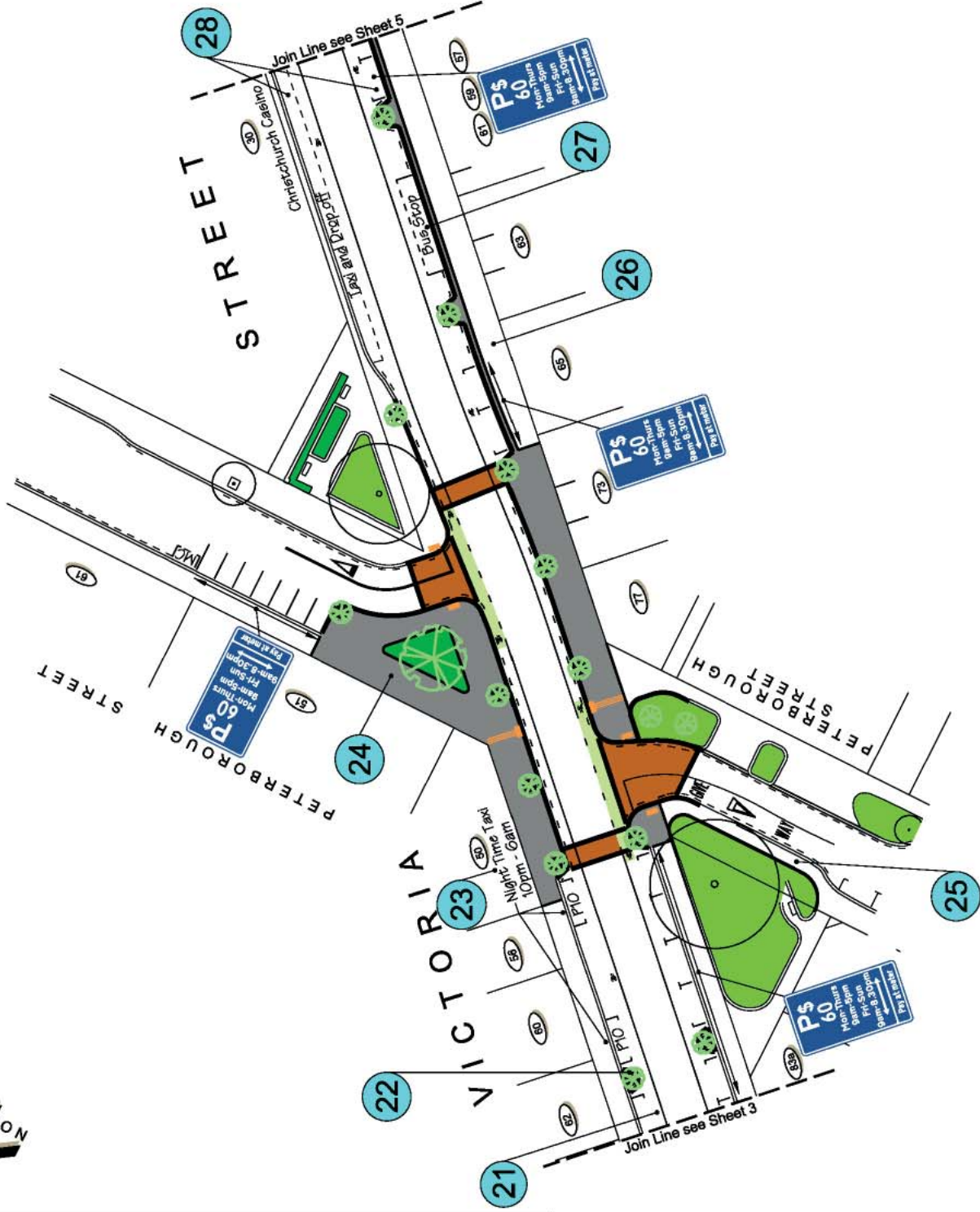
21. Widen cycle lanes on both sides of the street to 1.8 metres.
 22. Trees in the parking lanes on both sides of the street.
 23. Provide a night-time taxi stand in front of 56–60 Victoria Street.
 24. Change the Peterborough/Victoria streets intersection to simplify the layout and provide extra public space.
 25. Re-instate a footpath on the north side of Peterborough Street by removing some of the grass area.
 26. Provide wider footpaths on the west side of the street, from Kilmore Street to Peterborough Street. When Kilmore Street becomes two-way, an additional bus stop would be required in the southern section of Victoria Street for buses travelling to the Central Interchange.
 27. Relocate the bus stop on the west side (for northbound buses) to a more central location.
 28. Remove 20 car parks in this section. All car parks would remain time-restricted paid parking. The loading zone and taxi parking outside the Casino would remain.
- Note: Vehicle access to Victoria Street (south) would be possible from either side of Peterborough Street. Only buses, cycles and pedestrians would be able to access Victoria Street (south) from the Montreal/Salisbury streets intersection and the Durham/Kilmore streets intersection.



Acer platanoides
Norway maple

Acer platanoides
Norway maple

KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Grass
	Landscape Planting
	Patterned Surface
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Proposed Tree: Acer platanoides - Norway maple



Consultation Plans



Durham/Kilmore/ Victoria streets intersection

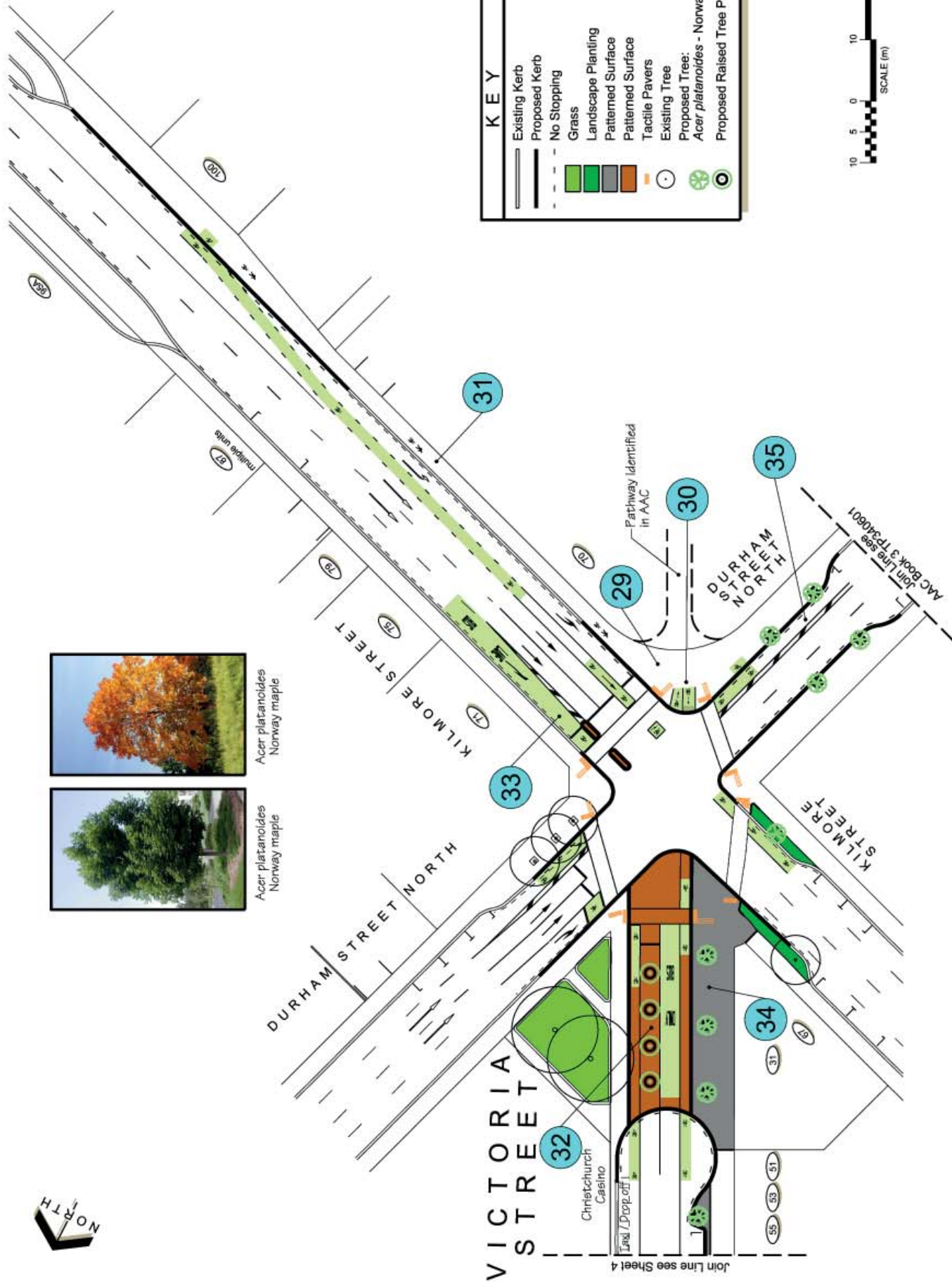
29. Removal of the slip lane from Kilmore Street to Durham Street, so people travelling on foot do not need to cross the road twice.
30. Cycle crossing between Victoria Square and Victoria Street to improve the connection between the proposed shared pathway and Victoria Street for people travelling by bicycle.
31. Shared path on the south side of Kilmore Street, allowing cyclists access to the cycle crossing to Victoria Street if they are uncomfortable crossing the traffic lanes and using the bus lane.
32. There will be no entry or exit for vehicles from Victoria Street at this intersection. When Kilmore Street becomes a two-way street, buses will exit here to use Kilmore Street. In the interim, people travelling by bicycle will be able to exit to cross the intersection, and trees in planters will be used to restrict movements.
33. Bus lane on Kilmore Street for buses and people on bicycles to access Victoria Street. A small island is proposed between through-traffic lanes and the bus lane to help guide drivers through the intersection.
34. Additional public space created at the intersection can be used by businesses and the community.
35. Wide cycle lane on the east side of Durham Street to connect with An Accessible City works further south on Durham Street and Cambridge Terrace. The narrowing of the carriageway and the additional trees will also help drivers to recognise the change in speed environment south of Kilmore Street as they enter the 30km/h zone.



Acer platanoides
Norway maple



Acer platanoides
Norway maple



KEY	
	Existing Kerb
	Proposed Kerb
	No Stopping
	Grass
	Landscape Planting
	Patterned Surface
	Patterned Surface
	Tactile Pavers
	Existing Tree
	Proposed Tree: Acer platanoides - Norway maple
	Proposed Raised Tree Planter

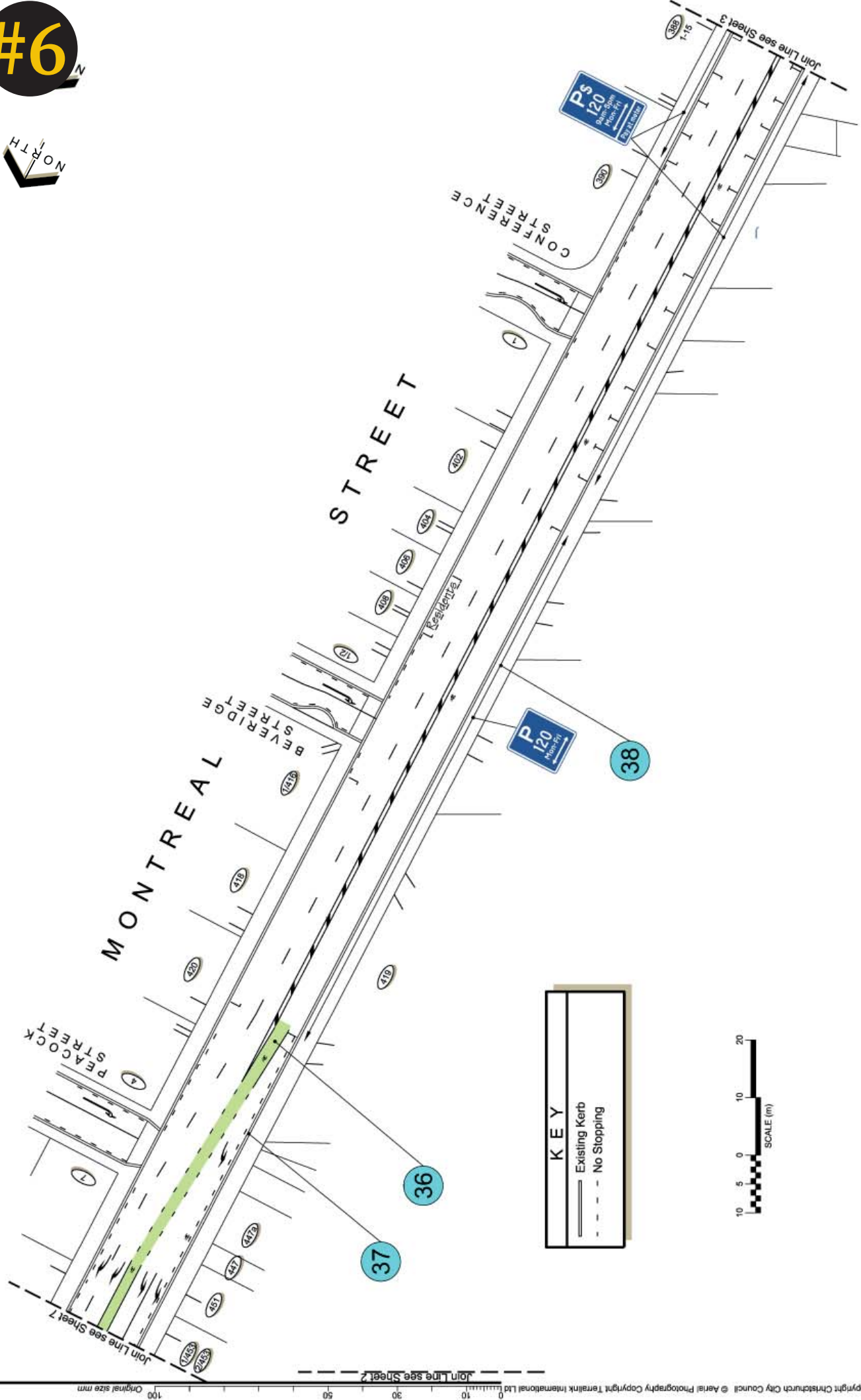


Consultation Plans

Montreal Street

- 36. Provision of a wider cycle lane on the west side of Montreal Street. This would move between the turning lanes for people on bicycles wanting to turn right into Bealey Avenue.
- 37. Removal of four car parks on Montreal Street to allow for an additional traffic lane on the approach to Bealey Avenue.
- 38. Time restrict the on-street car parking to 120 minutes on the west side of Montreal Street, increasing turnover of the spaces to support business in the area. There are no proposed changes to the parking on the east side of Montreal Street.

#6



KEY	
—	Existing Kerb
- - -	No Stopping



Original Plan Size: A3

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Montreal Street
An Accessible City
Consultation Plan



Sheet 6 of 8

Consultation Plans



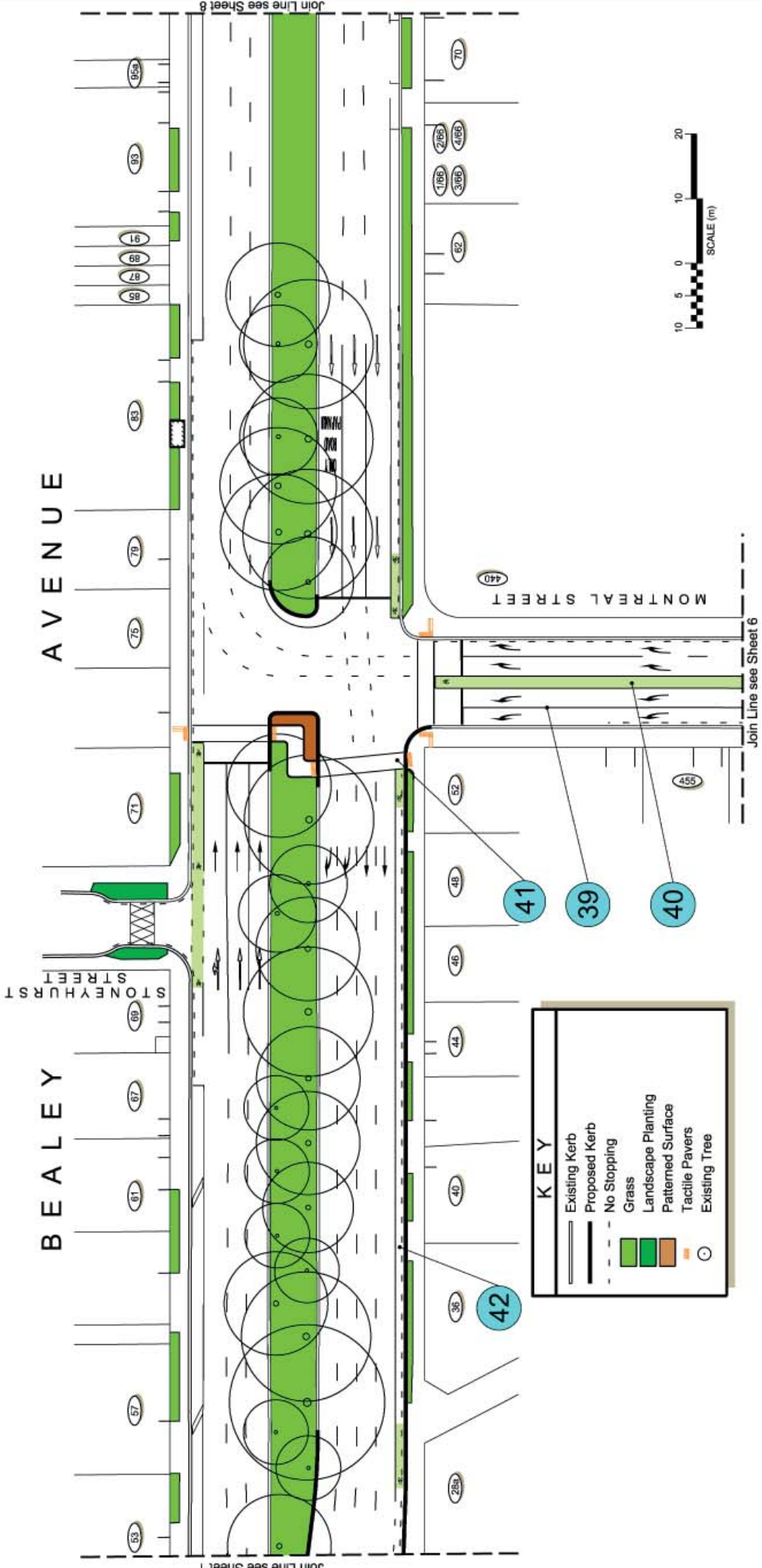
Bealey Avenue and the Bealey Avenue/Montreal Street intersection

- 39. Provision of two left-turn and two right-turn lanes on Montreal Street, on the approach to Bealey Avenue.
- 40. A cycle lane is provided centrally between the turns for right-turn movements into Bealey Avenue.
- 41. Introduce a staggered crossing on the west side of the intersection.
- 42. Widen the westbound carriageway on Bealey Avenue by relocating the southern kerb to allow for two right-turn lanes into Papanui Road. It is not possible to widen the road by narrowing the median due to the trees in the median. All parking on the southern side, between Victoria Street and Montreal Street, would be removed.



Bealey Avenue/ Durham Street intersection

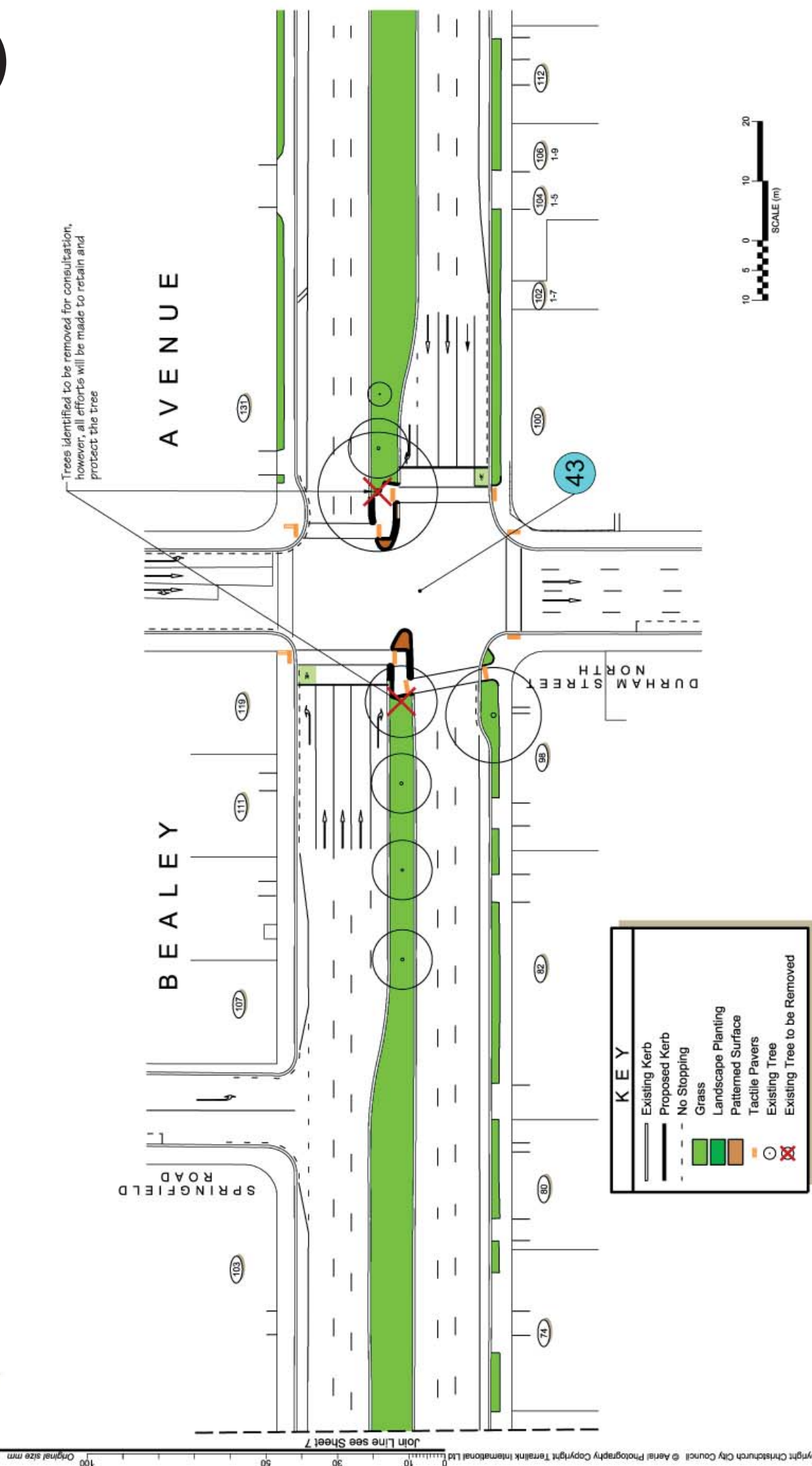
- 43. Provision of staggered pedestrian crossings to improve the efficiency for vehicles on Bealey Avenue and Durham Street. The staggers are different on each side to work around the existing trees.
 - Note: Two trees are identified for removal from this intersection in the consultation plan. However, efforts will be made to retain and protect them, if possible.



KEY

- Existing Kerb
- Proposed Kerb
- No Stopping
- Grass
- Landscape Planting
- Patterned Surface
- Tactile Pavers
- Existing Tree





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.

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.

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FREEPOST Authority No.178



tape here

AAC Transport Projects
Christchurch City Council
PO Box 73013
Christchurch 8154

tape here





*Looking south towards Victoria Street
from the Bealey Avenue/Papanui
Road intersection.*

