

An Accessible City: Initial information for Salisbury/Kilmore streets project



Comments needed by Tuesday 25 October 2016



29 September 2016

Dear property owner, business manager or resident

Seeking initial information for Salisbury/Kilmore streets project

Christchurch City Council proposes to convert Salisbury Street and Kilmore Street from one-way to two-way streets in 2019. This change is identified in the Christchurch Central Recovery Plan and amendment to the Council's Traffic and Parking Bylaw under the Canterbury Earthquake Recovery Act.

As part of its initial planning, the Council's project team is keen to receive feedback from you about:

- The timing of planned building construction and demolition
- Any consented plans or development proposals to identify access points and other key information
- Any groups undertaking community projects in the area
- Any existing issues, such as speeding or safety concerns relating to travel by car, cycle, bus or walking
- Any other information relevant to this project.

The Council's objectives are to:

1. Implement the An Accessible City (AAC) road-user hierarchy through the delivery of the Streets and Spaces Design Guide cross-section (included from page 3), with particular emphasis on the conversion of these streets to two way
2. Deliver streetscape improvements consistent with the Design Guide
3. Fully integrate with the approved AAC changes to Victoria Street.

Plans for most of the Victoria Street project area were approved by the Council on 22 September 2016. The designs for the two major intersections – Victoria/Montreal/Salisbury streets and Victoria/Durham/Kilmore streets – were indicative only, as they will be confirmed through the separate Salisbury/Kilmore streets project. The project team wanted to have further discussions with the affected residents, businesses and other key stakeholders. To view the Council report and minutes, visit: <http://christchurch.infocouncil.biz/>

All feedback from the Victoria Street project will be taken into account for the Salisbury/Kilmore streets project, but residents and businesses are welcome to provide further comments, both now and during consultation early next year.

If you have any information about either Salisbury or Kilmore streets that would assist the Council's traffic engineers and urban designers, you can email us – AACTransportProjects@ccc.govt.nz – or you can complete the freepost feedback form at the back of this booklet. Either way, please make sure it reaches us by Tuesday 25 October 2016.

For further information about this project, please phone Dane Moir on (03) 941 5385.

Yours sincerely,

Jennie Hamilton
Engagement Adviser

CONNECTING TO THE CYCLEWAY NETWORK

Colombo Street (north), Salisbury Street and Ferry Road



Key features

- Two-way streets
- Cycle priority routes outside the central city low-speed zone, with separated cycle lanes in both directions
- Connect the heart of the city centre with the Major Cycleway network to the north, east and west
- Accommodate public transport routes along Colombo Street, Ferry Road and a small section of Salisbury Street
- Colombo Street is a key pedestrian connection to Cathedral Square
- Increased urban amenity through new street trees and some rationalisation of on-street parking

Characteristic trees

Colombo Street: *Quercus palustris*
'Pin oak'

Salisbury Street: *Tilia platyphyllos*
'Broad-leaved lime'

Ferry Road: Existing underground services impede tree planting

Context

Colombo Street is the primary north-south pedestrian and cycling route through the heart of the city. The uses along this section are mainly small-scale commercial, residential and hospitality, which contrast with the large civic and retail activity to the south of the corridor. The design concept of the cross-section focuses on integrating separated cycle lanes and on increasing the pedestrian amenity for local land uses.

Salisbury Street connects Hagley Park with Te Papa Ōtākaro/Avon River Precinct and is the main east-west cycle connection in the north of the central city. This street provides access to a range of local hospitality, residential and commercial uses.

The junction with Victoria Street is one of the gateways into the city from the north. Salisbury Street will return to a two-way street and the proposed cycle facilities will be introduced at that time. The new separated cycle lanes will integrate with the improved carriageway of those sections of Salisbury Street that have been repaired since the earthquakes.

Ferry Road provides continuity to the High Street gateway corridor to the southwest. It accommodates key cycle and public transport routes and provides access to the CPIT campus.

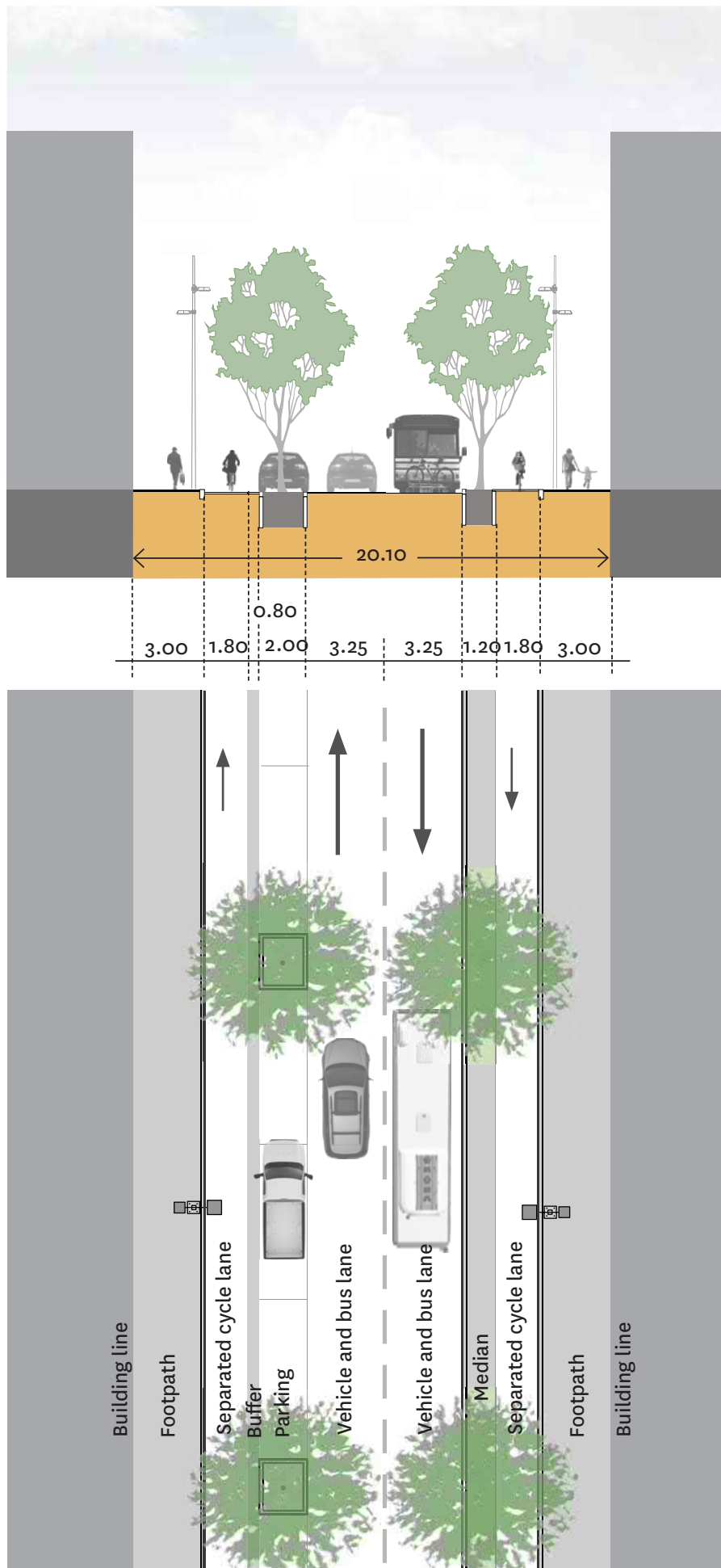


Figure 52 Colombo Street (north), Salisbury Street and Ferry Road

MOVING WITHIN THE CITY

Kilmore, Gloucester and Hereford streets and Manchester Street (outer zone)



Key features

- Two-way streets
- Public transport accommodated in some sections
- Include sections of pedestrian-friendly 'inner zone' slow streets (maximum 30km/h)
- Connect many of the city's cultural, event, retail and residential venues and precincts
- On-road cycle lanes
- Provide vehicular access from the north-south main distributor streets into the finer grain of the city Core
- Increased urban amenity through new street trees and some rationalisation of on-street parking
- Kilmore Street will change to a two-way street

Characteristic trees

Kilmore Street: *Tilia platyphyllos* 'Broad-leaved lime'

Gloucester and Hereford streets: *Corylus colurna* 'Turkish hazel'

Manchester Street: *Liriodendron tulipifera* 'Tulip tree'

Context

These streets connect established and new areas in the central city, including the well-known Botanic Gardens, Canterbury Museum and New Regent Street; the new Te Papa Ōtākaro/Avon River, Retail, Convention Centre and Performing Arts precincts; the new Central Library; and the East Frame residential precinct.

With the range of uses, quality of the amenities and the connectivity these streets offer, pedestrian demands on these spaces will be high. Tourists, city workers, visitors and inner city residents alike will use these streets to move around the city. It is important, therefore, that these streets provide an environment that supports people's enjoyment of the public and private spaces in the city.

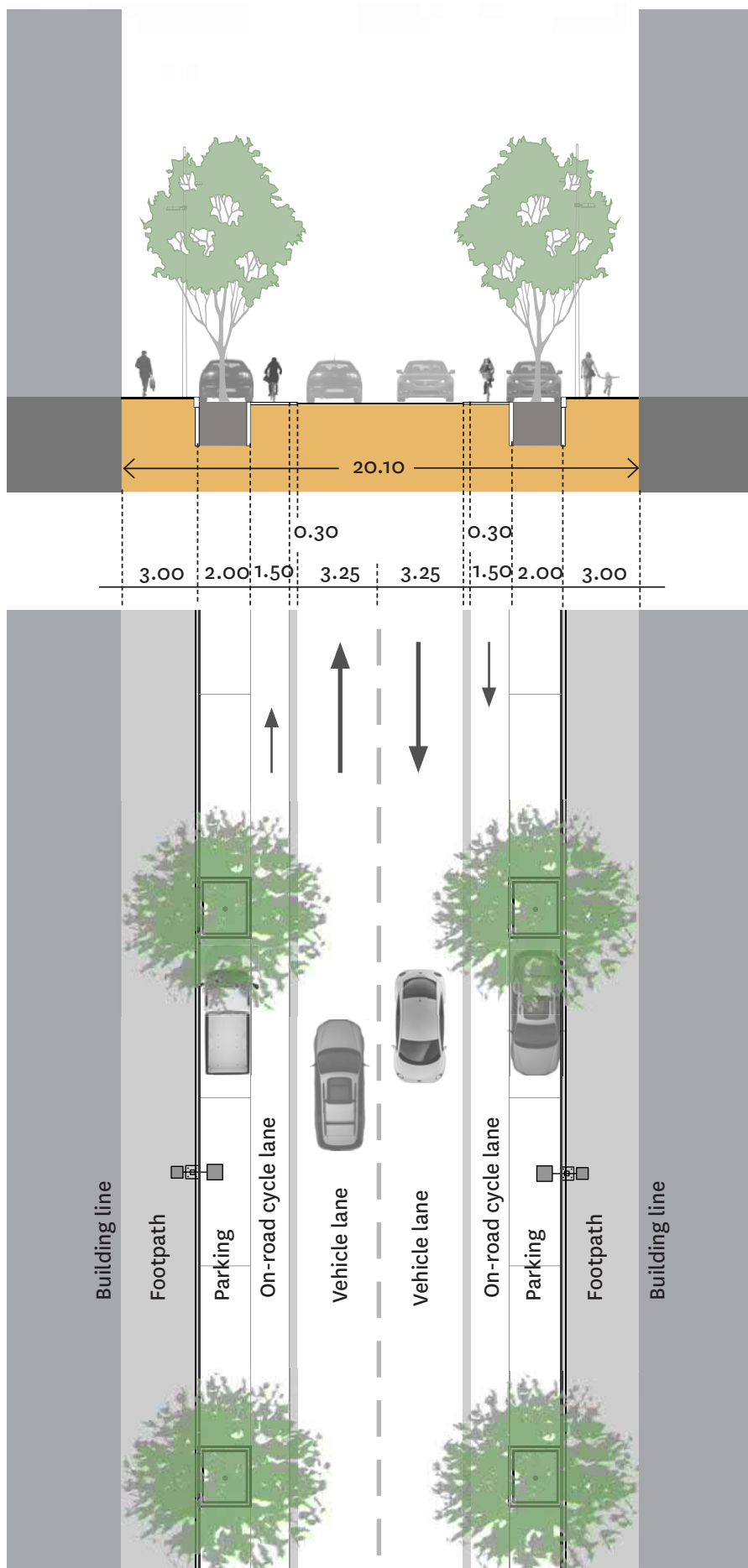


Figure 53 Kilmore, Gloucester and Hereford streets and Manchester Street (outer zone,



Response form

The Council proposes to convert Salisbury Street and Kilmore Street from one-way to two-way streets in 2019. As part of its initial planning, the Council’s project team would like your feedback on:

- The timing of planned building construction and demolition
- Any consented plans or development proposals, to identify access points and other key information
- Any groups undertaking community projects in the area
- Any existing issues, such as speeding or safety concerns relating to travel by car, cycle, bus or walking
- Any other information relevant to this project.

You can email us your feedback – **AACTransportProjects@ccc.govt.nz** – or you can complete the freepost feedback form below. Either way, please make sure it reaches us by Tuesday 25 October 2016.

Please provide your comments below, using additional paper if required:

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



Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone: _____ (home/work/mobile)

Email (if applicable): _____

Date: _____

Please note: We need your contact details to confirm we have received your comments and, if necessary, to follow up on specific issues.

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AAC Transport Projects
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