

CHRISTCHURCH CITY COUNCIL

NOTES OF A SEMINAR MEETING OF THE COUNCIL

**Held in the Council Chamber, Civic Offices
on Friday 11 August 2006 at 1.30pm**

- PRESENT:** Mayor Garry Moore (Chairperson)
Councillors Helen Broughton, Sally Buck, Graham Condon,
Barry Corbett, Carole Evans, Pat Harrow, Bob Parker
and Gail Sheriff
- IN ATTENDANCE:** Bob Todd and Claudia Reid (Community Board),
John Suckling and Dave Henderson (Central City
Development)
- APOLOGIES:** Apologies for absence were received and accepted from
Councillors Anna Crighton, Bob Shearing, Sue Wells and
Norm Withers

1. LICHFIELD STREET TWO WAY AND BUS XCHANGE

Jane Parfitt in introducing the topic, advised that the purpose of the seminar was to obtain direction from the Council on the options being provided. Of the five options being presented, two were being proposed for public consultation.

There followed a PowerPoint presentation, covering:

- Central City Revitalisation
- Key Decisions
- Scheme Development
- Urban Design
- Scheme Appraisal
- Bus Exchange Expansion Update
- Lichfield Two-Way Project Advisory Group
- Feedback
- Conclusions and way forward
- Where to from here?

At the conclusion of the presentation, questions or comments were invited as follows:

- Had the city's population been factored in?
- It was the Council's policy to slow traffic down in the centre of the city.
- One-way streets were not deemed to be appropriate any longer for the CBD. Did this proposal just represent the first part of the scheme to do away with them?

- Did other cities in the world have similar roading patterns, as Christchurch's one-way system seemed to carve up the CBD.
- Further explanation was sought on the effect of two-waying St Asaph Street.
- It was a matter of timing whereas the city still needed greater population.
- The Tuam Street hospital corner situation needed further evaluation.
- It might be appropriate to wait a few months until the result of the bus exchange update was known.
- What were the provisions for making the right hand turn from Lichfield Street into the bus exchange car park?
- The rights of the pedestrian need to be re-evaluated.
- Motorists should be re-directed to use the four avenues surrounding the city, rather than the current one-way streets in the middle of the city.
- Tuam Street was under-utilised and in part, priority given to Montreal Street traffic was to blame.
- A greater number of traffic accidents occurred on one-way street intersections than that of two-ways.
- The Council was trying to encourage people to live in the inner city and the slowing down of traffic would help facilitate this.
- With the Blenheim Road deviation being constructed, there was need to ensure that the Moorhouse Avenue traffic lights were synchronised to assist traffic flow.
- As the city centre's population increases, there would be a need to change street design.
- Two-way streets were more user friendly and likely to encourage more people to live in the CBD.

2. **OUTCOME**

It was concluded that:

- Options 3, 4 and 5 presented the most favourable options in line with the Council's policy in slowing traffic.
- The bus exchange is a vital component, but could continue in parallel.
- Moorhouse Avenue, Bealey Avenue and Fitzgerald Avenue should be better used to move the traffic round the perimeter of the CBD.
- The policy of eliminating the one-way streets from the central city be continued.

The seminar concluded at 3.12pm.