

Property Council New Zealand

Submission on

Te Kaha surrounding streets consultation

2 November 2022

For more information and further queries, please contact

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Te Kaha surrounding streets consultation

1. Summary

1.1 Property Council New Zealand South Island Region Branch (“Property Council”) welcomes the opportunity to provide feedback on the Te Kaha surrounding streets consultation.

2. Recommendations

2.1 At a high level, we recommend that Christchurch City Council (“the Council”):

- Implement Option 2 in the upgrades to Lichfield Street west (Manchester to Madras);
- Maintain the current speed limits on Madras Street;
- Impose adjustable speed limits on Lichfield Street (Barbadoes to Fitzgerald);
- Implement Option 1 in the upgrades to High Street South; and
- Offer viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift.

3. Introduction

3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.

3.2. The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.

3.3. Property is the largest industry in Canterbury. There are around \$160.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.7 billion (14 percent) and employment for 31,380 Canterbury residents.

3.4. We connect property professionals and represent the interests of 146 Christchurch based member companies across the private, public and charitable sectors.

3.5. This document provides Property Council’s feedback on the [Te Kaha surrounding streets consultation](#). Comments and recommendations are provided on issues relevant to Property Council’s members.

4. Lichfield Street west (Manchester to Madras)

4.1. The Council has proposed two options in regard to upgrading Lichfield Street:

- Option 1: A full street upgrade that maintains local access for traffic, but relocates more space for mixed uses. This involves part of Lichfield Street becoming one-way east-bound.
- Option 2: A minimal redesign maintaining two-way vehicular access and some time-restricted parking.

4.2. Property Council supports Option 2 as the only viable option. We congratulate the Council for undertaking early engagement with the Central City Business Association and because of this,

developed a second option in its plans to upgrade Lichfield Street. Meaningful engagement is critical for all who may be affected by these changes, and it allows the Council to make better informed decisions.

- 4.3. Maintaining two-way traffic and retaining as many carparks as possible is critical to properties and businesses in this part of Lichfield Street. Lichfield Street is a key connector to 3 carpark buildings (over 1850 carpark capacity) and the Bus Exchange and it is imperative that two-way, free-flowing traffic is maintained along this corridor. In order to bring vitality to the CBD, and customer consistency outside of when people go to Te Kaha Arena, this area needs to be attractive and accessible for shoppers, workers, tourists and central city residents.
- 4.4. We recommend that maintaining the status quo with minimal redesign, is the best way to reduce disruption and encourage a vibrant area.

5. Speed limit changes

Madras Street

- 5.1. Property Council does not support changes along Madras Street to 30km/hr. This is an arterial route and is the main thoroughfare into the central city from the south-east. While we understand it is important to address safety concerns for pedestrians who cross this street, this change will lead to many unintended consequences such as congestion and have a negative impact on the wider roading network.
- 5.2. We recommend that the Council maintain the current speed limits on Madras Street.

Lichfield Street (Barbadoes to Fitzgerald)

- 5.3. We do not support reducing the speed limit on this part of Lichfield Street to 30 km/hr. The Council has proposed this option as a safety measure for eventgoers arriving and leaving from the stadium.
- 5.4. It is unlikely that there will be events running all year round at Te Kaha and it therefore important to ensure that speed limits are appropriate for the situation at the time. We recommend that the Council impose adjustable speed limits to cater for events and pedestrian safety, but then revert back to the usual speed limit when Te Kaha is not in use. Adjustable speed limits are common practice in New Zealand, particularly around major events, sports or concerts.

6. High Street South

- 6.1. The Council has proposed two options regarding High Street South:
 - Option 1: Include a paved right-turning lane onto St. Asaph Street in the design.
 - Option 2: Remove the right-turning lane onto St. Asaph Street.
- 6.2. Property Council supports Option 1. We also recommend that the Council retain all existing carparks and reconsider the widening of the footpath as this is not a high pedestrian area to justify the proposed upgrade.

7. General comments on private vehicle use in the CBD

- 7.1. While this consultation focuses on upgrading streets around Te Kaha, it also brings other issues to light such as the Council's efforts to restrict private vehicle access in the CBD. Following the earthquakes, the private sector invested heavily to revitalise the CBD. However, the removal of 150 on-street car parks and reducing a one-way arterial road to 30km/hr not only undermines this investment, but has the potential to cause significant economic loss to the city. Restricting private vehicle use also directly contradicts the Government's commitment towards increasing access to EVs in the Emissions Reduction Plan.
- 7.2. There needs to be a balance struck. If this approach continues, there will be an unintended consequence, which is the rapid decline of the CBD as an attractive place to come and enjoy, shop and do business. We recommend that the Council look to implement viable alternatives to private vehicle use, particularly in public transport, to encourage people to mode shift. It is important to ensure that there are choices in place and operating, before implementing planned roading changes.

8. Conclusion

- 8.1. Ensuring Christchurch remains a vibrant city is crucial to encouraging future investment. We strongly urge the Council to reconsider some of the road changes proposed to better support freight movement, the vibrancy of local businesses and the greater Christchurch areas.
- 8.2. Property Council members invest, own, and develop property in Christchurch. We wish to thank Christchurch City Council for the opportunity to submit on the Te Kaha surrounding streets consultation as this gives our members a chance to have their say in the future of our city. We also wish to be heard in support of this submission and in any future Te Kaha surrounding streets consultations.
- 8.3. Any further enquires do not hesitate to contact Sandamali Gunawardena, Advocacy Advisor, via email: sandamali@propertynz.co.nz or cell: 0210459871.

Yours Sincerely,



James Ridloch
South Island Committee Chair
Property Council New Zealand