

## Property Council New Zealand

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Submission on

# Speed limits surrounding One New Zealand Stadium at Te Kaha

8 July 2025

<b>For more information and further queries, please contact</b>
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## **Speed limits surrounding One New Zealand Stadium at Te Kaha**

### **1. Summary**

- 1.1 Property Council New Zealand South Island Region Branch (“Property Council”) welcomes the opportunity to provide feedback on speed limits surrounding One New Zealand Stadium at Te Kaha.

### **2. Recommendation**

- 2.1 We recommend that Christchurch City Council (“the Council”) retain the existing 50km/h speed limit on the surrounding streets of Te Kaha and retain the current 30km/h speed limit on Lichfield Street. In the current tight fiscal environment, this is a sensible approach, as average operating speeds already range between 21km/h and 41km/h. This allows the Council to achieve its safety objectives without incurring the \$14,000 implementation cost of changing speed limits.

### **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 \$245.5 billion in property assets across Canterbury, with property providing a direct contribution to GDP of \$4.5 billion and employment for 34,860 Canterbury residents.
- 3.4. We connect property professionals and represent the interests of 149 Christchurch based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Council’s feedback on the [speed limits surrounding One New Zealand Stadium at Te Kaha](#). Comments and recommendations are provided on issues relevant to Property Council’s members and repeat our previous 2022 submission to Council.

### **4. Council’s proposal**

- 4.1. The Council approved 30km/h speed limits on many streets surrounding the stadium (Madras Street, High Street, Tuam Street, Lichfield Street (West), and Barbadoes Street). However, the Government has established a new rule that 30km/h is not allowed on urban streets, which has resulted in the Council proposing to change the speeds to 40km/h around the new stadium.
- 4.2. Currently, the existing speed limit is 50km/h with the average operating speeds ranging from 27km/h to 41km/h (excluding Lichfield Street West). This is because the Council are yet to implement the 30km/h speed limits it agreed to in 2022. The proposal has a total implementation cost of \$14,000.

- 4.3. Property Council does not support changes along Madras Street to 40km/hr. This is an arterial route and is the main thoroughfare into the central city from the south-east. We recommend maintaining the speed limit at 50km/h.
- 4.4. Property Council does not support changes along Lichfield Street (East) to 40km/h. 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.
- 4.5. Property Council does not support the proposal to reduce Lichfield Street from 30km/h to 10km/h, as the proposal would see the average speed in the area be 16km/h (6 kms above the proposed speed limit).
- 4.6. Property Council does not support the Council's proposal. We recommend the Council goes back to the status quo of 50km/h (and 30km/h on Lichfield) and saves the \$14,000 implementation costs.

## **5. General comments on private vehicle use in the CBD**

- 5.1. 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.
- 5.2. 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.

## **6. Conclusion**

- 6.1. Maintaining Christchurch's vibrancy is key to attracting future investment. We strongly encourage the Council to retain the current 50km/h speed limits (and 30km/h speed limit on Lichfield Street) and redirect the \$14,000 implementation cost toward more impactful initiatives, such as public transport improvements and mode shift alternatives.
- 6.2. Property Council members invest, own, and develop property in Christchurch. We wish to thank Christchurch City Council for the opportunity to submit as this gives our members a chance to have their say in the future of our city.
- 6.3. Any further enquires do not hesitate to contact Katherine Wilson, Head of Advocacy, via email: [katherine@propertynz.co.nz](mailto:katherine@propertynz.co.nz) or cell: 0278708150.

Yours Sincerely,



Leonie Freeman  
Chief Executive  
Property Council New Zealand