

11. WORCESTER STREET LATIMER SQUARE TO CATHEDRAL SQUARE AMENITY IMPROVEMENTS

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The purpose of this report is to seek Council approval to progress the project to enhance the section of Worcester Street between Latimer Square and Manchester Street

At the last meeting of the Committee it was agreed that the carriageway should be set at 6 meters with a wide footpath on the south side of the street, angle parking on the north side and that grass berms are to be included. Other items that the Committee considered to be not included in the project were related to the function and design of the section on the western side of Latimer Square. Matters that the Committee required further investigation included:

- That a grass swale be provided with the use of edge blocks to prevent vehicle damage.
- Tree spacing with emphasis on the pairing of trees.
- The design of the left turn lane into Manchester Street.
- The cost of replacing the asphaltic surface with cobblestone paving
- The costs associated with the introduction of special lighting.
- The requirements for disabled persons.

The scheme for Worcester Street is to have the following cross section: A 5 metre wide footpath and berm area on the south side of the street, a 6 metre wide road carriageway, a 5.5 angled parking area and a 3 metre wide footpath on the north side. The footpath areas are proposed as cobbled surfaces. The road carriageway and angle parking area can either have a hot mix or cobbled surface. The cost details are set out in this report.

The proposal is to use an intermittent kerb to permit the free drainage of the road carriageway across the grass areas. It is a detail that has both practical and road safety implications. There are two distinct options. The preferred option is to use a special kerb block spaced at regular intervals along the edge of the road. The block would be some 100 mm high and have a slope at either end and spaced at regular intervals up to 1 metre apart. The alternative is to provide bollards at regular intervals along the street. These bollards could be up to 1.2 metres high (similar to those in Oxford Terrace) or a smaller version with a closer spacing. Bollards are, however, more susceptible to damage from manoeuvring vehicles. If the Oxford Terrace bollards are used this would add some \$46,000 to the cost of the project

The tree spacing has been set at a nominal spacing of approximately 20 metres. This spacing has been set at this distance so that a high percentage of trees can be paired, the trees do not completely dominate the street and obscure the historic buildings. A feature of the proposed planting is the alignment along the street where special attention has been given to planting of the trees closer to the centre of the street. This will lessen the impact on the adjacent properties and in the future form an arch across the centre portion of the street

The left turn lane has been adjusted to provide a straight alignment of the kerblines along the south side of the street. This has necessitated the changes to the northern kerblines to enable larger vehicles to negotiate the intersection. This narrowing of the roadway at the intersection has placed some limitations on access to the manhole where the operator has expressed concerns with access. This may result in part of the street being closed when there is need to access the manhole. While a number of different alignments are feasible the design has been adjusted to provide the maximum amount of pedestrian space. Other alignments would provide for simple curves at the intersection.

The additional cost to introduce cobbles into the road carriageway is estimated at some \$80,000. The current proposal provides for cobble paving along the footpath areas and the car parking areas. A further option which would reduce expenditure by some \$14,000 is for the car parking areas to have a hot mix surface. A point to note is that the section of Worcester Street Between Cathedral Square and Manchester Street has cobblestone paving in the footpath, car parking areas and the road carriageway. No provision has been made to provide cobblestone paving across Manchester Street at the intersection. In the section west of the Square no cobblestones have been provided across the intersections.

Cobblestone paving does have a number of advantages over a hot mix pavement, apart from it having a higher capital cost and using renewable materials. These advantages include its appearance, the possibility of a longer life and improved access to services in the road pavement. The potential for cobblestone paving having a longer life is, however, subject to the appearance of the surface.

A cobblestone surface is more likely to be stained and if not correctly maintained can appear to be not as tidy. Services can be readily accessed and any new trenches will generally not be reflected in the surface apart from the odd newer cobblestone which would need to be added as a replacement.

The additional cost to provide the street lighting to a similar standard as that along the Boulevard is estimated at some \$50,000. The lighting in that section of Worcester Street between Cathedral Square and Manchester Street is to a high standard of main road lighting with no special lamps for pedestrians. No provision has been made to include the upgrading of this section to a similar standard as proposed for the east section of the street. These two sections could be upgraded at a later date once the trees in the street are of a more significant size. To relocate the lamps adjacent to the property boundary and to make provision for the new pedestrian lights would cost some \$20,000.

The budget for the project has been set at \$481,600. The following table sets out the costs of the different options.

Construction costs (hot mix paving)	\$430,000
Construction costs (hot mix paving) + provision for future lighting	\$450,000
Construction costs (hot mix paving) + pedestrian lighting	\$480,000
Construction costs (cobblestone paving) + existing lighting	\$510,000
Construction costs (cobblestone paving) + pedestrian lighting	\$560,000

Earlier estimates were higher but noticeable savings have been achieved as a result of maintaining the existing drainage system. There are other possible savings if the Committee wishes to stage the street lighting and only cobblestone the main roadway. If these options are selected the total cost of the project is estimated at \$526,000. The above cost recognises the recent escalations in project costs.

The requirements for disabled persons conflict between the different disability groups. For example to provide guidance for blind persons it is normal practice to provide a tactile footpath surface and to highlight road crossing points with a different texture. The different footpath textures, however, can impact on wheelchair users. Two areas where road crossing points have been introduced in Christchurch include the Colombo Street approaches to Cathedral Square and on the recently upgraded section of Oxford Terrace between Hereford Street and Gloucester Street. It is proposed to provide the road crossing point delineation as provided in Oxford Terrace.

- Recommendation:**
1. That, taking into account the requested improvements arising from the consultation process, the design of Worcester Street as originally recommended by the Committee be amended to include:
 - (a) A grass filter drainage system (including a line of stones to prevent motor vehicle incursion into the grass areas).
 - (b) Cobblestone paving for the footpath, carriageway and parking areas.
 - (c) Removal of the left-turn lane into the Manchester Street intersection.
 - (d) The pairing of trees as far as practicable.
 - (e) Deferral of the changes for the Latimer Square intersection until the Latimer Square plan is confirmed.
 2. That, should Rockgas reticulate this section of Worcester Street they be requested to consider sponsoring the reinstatement of the old gas lamp at the corner of Worcester Street and the Latimer Square intersection.
 3. That it be noted that pedestrian lighting has not been included in the project, but that special lighting provision could be included at a later date possibly with emphasis on the heritage buildings.