

15. CITY MALL REDEVELOPMENT - CENTRAL CITY OMNIBUS REPORT

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	General Manager City Environment
Authors:	Jane Parfitt, General Manager City Environment Mike Theelen, General Manager Strategy and Planning Group

PURPOSE OF REPORT

1. The purpose of this report is to provide for the information of the Board an overview of Central City Revitalisation. It provides the context for decisions to be made with regard to City Mall renovations which is covered in a separate report "Christchurch City Mall Renovation" (**attached**).
2. On 7 September 2006, the Council considered the following reports:
 - Central City Revitalisation Strategy - Stage II.
 - Central City South.
 - Central City Lanes Plan.
 - City Mall Renovation.
 - Lichfield Street Two-Way.
 - Bus Exchange Project Update.
3. It was noted that the reports overlapped and interlocked with each other, and that this reflected the complex inter-relationships that the Council, Council staff and the public needed to grapple with to achieve revitalisation of the Central City. The need to work in a co-ordinated and comprehensive manner throughout the Central City continues to be vital.

EXECUTIVE SUMMARY

4. The Council's vision for the Central City, first adopted in 2001, was:

"A vibrant, exciting, safe and sustainable heart of Christchurch. A heart whose economy, environment, culture and society are healthy and strong."
5. The Stage 2 Revitalisation Strategy, which provides the overall framework and umbrella that guides actions in the Central City over the next five to ten years was adopted, as were the broad principles and directions for a key part of that area - the Central City South.
6. The City Mall Plan approved by the Council on 7 September 2006 has been modified as a result of the consultation process and Council seminars. The next stage is for the Council to grant approval for the project to proceed to detailed design and construction as per the "Christchurch City Mall Renovation" report.
7. A preferred site and back-up sites have been identified for the Bus Exchange and the implications of these with respect to the Two Way Lichfield Street project have been investigated. The Council's endorsement of these sites will be required as per the "Bus Exchange Expansion - Site Selection" report included in the Council agenda. It should be noted that all sites work well with the Two-Way Lichfield Street project and further work on moving the arterial function of Lichfield Street is under way.
8. Substantial progress is being made in the upgrading of Central City lanes. Construction is under way for improvements to Lichfield and Struthers Lanes and a project brief is currently being prepared for the upgrading of Westpac Lane.
9. VBase are presenting at a seminar for Councillors on 19 December 2006 and this will update Councillors on the current situation on the Civic Building.
10. While the hearings for the Botanic Gardens have not yet taken place and the full report is scheduled for a Council decision in March 2007, submissions do not appear to favour the proposal to turn Riccarton Road into a slow road.

11. Work identified in the LTCCP, and under way on tree planting, streetscape design and parking, will be the subject of separate reports. Staff are mindful of the need to ensure that they are also included as part of the wider revitalisation programme.

FINANCIAL AND LEGAL

12. The report outlines the relevant financial and legal issues.
13. Within the revised City Mall Concept Plan are a number of preferred options that require the details be the subject of a Special Consultative Procedure (SCP), specifically the introduction of cycles into the Cashel Street portions of the City Mall and the introduction of a slow road into the High Street section of the City Mall. These requirements will not impact on the design or construction phases of the project because the physical structures being implemented, to provide for service and emergency vehicles can become cycle access or roads with the removal of signage and restrictions. The SCP processes have the potential to result in appeals to the High and/or Environment Court, although good process will mitigate but not completely eliminate this possibility.

STAFF RECOMMENDATION

That the Board receives the information.

CHRISTCHURCH CITY MALL RENOVATION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Capital Programme
Author:	Clarrie Pearce, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the revised City Mall Renovation Plan produced by the Isthmus Group (**as attached**) and obtain support and recommendation to the Council for the project to proceed to the detailed design and construction phase.

EXECUTIVE SUMMARY

2. In 2006 as part of the LTCCP process, the Council agreed that the City Mall area was in need of revitalisation and allocated \$10.5m for the renovation of this public space. Following on from that decision, Council staff and consultants developed a renovation plan for City Mall. Council staff are now seeking final approval and direction on this plan.
3. The proposed City Mall Renovation Plan, as approved for consultation by the Council on 7 September 2006, (shown in the minutes as Item 6 Section One and hereafter referred to as "the Plan"), has been modified by the Isthmus Group as the direct result of feedback from the public consultation process and the subsequent Council seminar on 7 November 2006.
4. Within the revised City Mall Concept Plan are a number of preferred options that require the details to be the subject of a Special Consultative Procedure (SCP), specifically the introduction of cycles into the Cashel Street portions of the City Mall and the introduction of a slow road into the High Street section of the City Mall. These requirements will not impact on the design or construction phases of the project because the physical structures being implemented, to provide for service and emergency vehicles, can become cycle access or roads with the removal of signage and restrictions. The SCP processes have the potential to result in appeals to the High and/or Environment Court, although good process will mitigate but not completely eliminate this possibility.
5. The City Mall is in need of revitalisation. At present it is cluttered, worn and outdated. The area has been losing customers to the suburban malls for a number of years. New and existing businesses are choosing either not to locate in the city centre or to relocate to other retail precincts. This is threatening the vitality of the central city area. The Council believes an upgrade of the City Mall will help it regain its former status as Christchurch's premier shopping area and help revitalise the central city as a whole.
6. The Isthmus Group were commissioned to review all design criteria and present to the Council a preferred design proposal to be used as the basis for public consultation. In the development of this preferred design, substantial outreach to gain feedback from the various stakeholders, including Councillors, was undertaken. This outreach included ongoing meetings with retailers in the area, landowners, adjacent schools, specific interests such as the Stewart family and the operators of the tram. Feedback was sought from Councillors during five Council seminars in February, May, August, November and December 2006.
7. The Plan approved by the Council on 7 September 2006 went to public consultation on 19 September 2006, for four weeks.
8. It is important to note that the Plan contains designs for areas that are outside the currently budgeted project area. This budgeted area is defined as the current pedestrian-only areas of Cashel Street and High Street. This extra design work was done to ensure that future central city revitalisation efforts in the area align with our current work in the City Mall. In this report, Council staff are only seeking approval for the areas within the current project budget, but are operating on the understanding that future capital improvements would align with the vision established by the Plan.

9. Beyond physical and capital improvements to the area, the City Mall project has also endeavoured to establish mechanisms for greater management and co-ordination amongst private property owners and tenants. In the coming months, Council staff, in conjunction with the Canterbury Employers' Chamber of Commerce (CECC), will continue to explore the development of a retail association for this district.
10. The options in this report are based upon building the "road like" structures throughout all parts of the mall to contain and regulate service vehicles. In addition there is an option to include in the base of these structures a concrete base designed to allow the laying of tram tracks in the future. This "future proofing" of the area with provisioning for the tram has a total estimated cost of \$455,000 for which there is no budget provision, however, the \$125,000 required to cover the first section in 2007/08 will come from the Central City Transport Strategy budget. The subsequent construction sections do not require specific City Mall budget cover on the basis that decisions regarding the tram will be made by the Council before the 2008/09 construction phase begins. These structures may then be the subject of a Special Consultative Procedure (SCP) should the Council wish to include cycles, the tram or other forms of traffic in the future. Staff recommendations later in the report expand on this process as does the financial and legal considerations following.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The Central City Revitalisation Strategy – Stage II (pages 44-49) contains an outline of the Council's intended work programme for the next ten years. The City Mall Renovation funding of \$10.5m is identified in the Stage II document (page 42) from 2006-2008 as approved in the 2006–2016 LTCCP.
12. The City Mall is a legal road that was given a pedestrian mall designation by special order under the Local Government Act 1974. If the opening of parts of the City Mall to cycles, the tram or vehicles other than service vehicles as currently designated, is chosen by the Council then to change the designation of these legal road portions of the mall for a different use will require the special order that gives the mall pedestrian status to be revoked or modified.
13. The requirements of the Local Government Act 1974 (S716B) still apply and revocation or modification of the special order will require a "special consultative procedure" (SCP) of the Local Government Act 2002 involving further public notification and hearings.
14. This process, if needed, would involve:
 - Council resolution to commence special order procedures.
 - Public notification.
 - Hearing.
 - Second Council resolution based upon the results of consultation.
15. Should the above SCP take place and a subsequent legal challenge, to the Environment Court or the High Court be initiated, then the costs might be in the order of \$50,000 to \$100,000 or more depending upon appeals and this will impact on the capital budget allocated for construction. The Council's legal staff have indicated that good process will mitigate any opportunities for subsequent legal action. In terms of legal status, the roads would be built and exist with their current restrictions in place, signage changing the designation could not be applied without the SCP being successful. This means that legal challenges would not change the basic design nor delay the construction; the way in which the road might be used would be the only issue.
16. This proposal will mean the removal of a number of trees in the area. Some of these are in poor health and need to be removed, others can be transplanted to other areas but a few may need to be cut down. As an example the large tree outside the Hallenstein's building which was planted in 1950 is estimated to only have one or two years life left. New trees will also need to be planted. It is proposed to use upright branching species allowing views to buildings and the hills.

17. The costs associated with the implementation of the attached design, in the designated areas, have been the subject of a quantity estimate and this fits within the overall \$10.5m budget. Budget provision for work on areas adjoining this design proposal will be covered by operational budgets as and when it is considered appropriate for that work to proceed.

STAFF RECOMMENDATIONS

That the Board recommend that the Council resolve to:

- (a) Adopt the overall Concept Design.
- (b) Grant approval in principle for the Cashel Street portion of the city mall (both east and west of Colombo Street) to be available for access by cyclists at all times, and that staff be authorised to commence the necessary special consultative procedure to give effect to this proposal.
- (c) Approve in principle the installation of a one-way slow road in High Street between Cashel Street and Hereford Street, to permit private vehicle and bicycle access at all times, and that staff be authorised to commence the necessary special consultative procedure to give effect to this proposal.
- (d) Approve the installation of a concrete base which is able to support a possible future extension of the tram, during the construction of the first section.
- (e) Request Council staff to continue to keep Councillors informed on the developed design, specifically as part of the Central City Review seminar to be held in March 2007.
- (f) Authorise a study into the viability of expanding the tram in the Central City that would serve both tourists and Christchurch residents, with an initial report to the Council by June 2007.
- (g) Request a Council staff report in February 2007 on the structure, funding and membership for the proposed City Mall Marketing Association.

BACKGROUND

18. The City Mall was designed in the late 1970s as Christchurch's premier shopping area. The pedestrian mall plays host to a wide range of commercial uses including shops of all sizes, small offices, cafes, restaurants and Ballantynes - our locally owned department store. By day, the mall is used by pedestrians for shopping, meeting friends, people-watching and going to and from their business and leisure activities. In good weather, bakery and café patrons enjoy sitting out in the mall, creating warmth and vibrancy. By night, the City Mall turns into a thoroughfare for people moving between the City's most popular nightspots.
19. In addition to the numerous heritage buildings located on the mall, the area also has historical importance for Christchurch. Cashel Street was the route used by soldiers leaving King Edward Barracks (located on Cashel Street between Durham and Montreal Streets) for the railway station on Moorhouse Avenue during WWI and WWII. This strong emotional connection is emphasized by the Bridge of Remembrance at the western end of the mall.
20. In 1966, the first submission was made to develop this street and part of High Street into the 'premier shopping centre'. In 1968 the City Plan was changed and the recommendation to change this street into a pedestrian mall was proposed. Stage 1 of the City Mall was completed in 1982 and involved the removal of kerbs and flattening the road profile to make it more pedestrian friendly. Trees and circular seats were also added in such a way as to maintain an access route for emergency vehicles.
21. Stage 2 involved the introduction of pavers to the pedestrian area. Two airbridges were also constructed to create a link between the second story of buildings from what was then The National Mutual Arcade (AKA the Axa Centre and now 'Link') via the Triangle Centre to Arthur Barnett (now The Crossing Food Hall). These second floor retail tenancies, however, have never functioned well.
22. The Stewart Fountain, which was constructed in the 1970's, forms an important entrance point to the mall at Hereford Street with its link to Cathedral Square. This fountain has also undergone numerous changes with its most recent upgrade occurring in 1999. The fountain has struggled to function correctly from the beginning and remains a difficult and unresolved area within the mall.
23. The City Mall has become increasingly less attractive as various entities have added street furniture and utilities in an ad hoc manner. The features of the mall have also degraded through general aging and as a result of heavy usage.
24. In 2004-05, funds were available to complete a necessary upgrade of the lighting in the mall and work was also done on the amphitheatre to remove the old terracotta tiles which, owing to age and safety concerns, required urgent attention. Under pressure from internal and external groups for more to be done, plans to overhaul all the planters, seating and street furniture in both Cashel and High Street out to Manchester Street were proposed and estimated to cost \$1.9m. These plans were viewed as only partial improvements, and the Council concluded that the time had come to undertake a major rethink and renovation of this important space.
25. The City Mall has other challenges that go beyond the present physical conditions on Cashel and High Streets. Over the last 20 years, the central city area of Christchurch has experienced a decline in its share of retail tenants and shoppers relative to the greater metropolitan area. While the aging and current design of the City Mall has been one reason for its decline, other factors have also contributed to this trend. The mall has faced significant competition from suburban shopping malls and out-of-centre big box/bulk retail with the development of four major suburban malls and 26 smaller centres. Combined, this retail space has given Christchurch the largest percentage of retail floor space per capita in the southern hemisphere. Christchurch's permissive land use policy has allowed this retail expansion into industrial zones of the City. Other factors have been the increased mobility of residents mirrored by a rise in vehicle ownership and changes in consumer spending patterns.
26. On a more positive note, there has been a countervailing trend toward the development of boutique retail in areas near the City Mall such as High Street and Victoria Street. These retailers have catered to a market not served by the outlying shopping centres. The mall has also been supported by the continued success of the nearby cultural precinct, the proximity afforded by a well used intra-city bus terminal, and the tourists attracted to Cathedral Square. The recent development of a Central City secondary school in the mall has also added a new dimension. It is hoped that a revitalised City Mall would connect to and reinforce these strengths of the central city.

Process History

- **January-February 2006**

A contract for the development of conceptual designs is established with the Isthmus Group and design work begins. This work is managed by a PCG whose members are Anna Crighton (Councillor), Richard Ballantyne (businessman), Steve Collins (businessman), Ian Hay, Ross Herrett, Carolyn Ingles, Dave Hinman, John Craig, Melanie Williams and Maurice Roers (Council officers).

- **February-June 2006**

Preliminary design work is completed which includes the development of four design concepts, an initial sketch plan and a proposed design. Feedback is sought throughout the design process with specific input from local retailers and landowners, schools adjacent the mall, Council officers and the general public through a storefront on City Mall. In addition, three seminars are held with Councillors in February, May and August to get feedback on the renovation and proposed design.

- **June 2006**

The Council, through the LTCCP process, allocates \$10.5m in capital funding to the renovation of the City Mall area.

- **June-August 2006**

Preliminary designs were progressed and a formal design proposal was developed for public consultation. This proposed design incorporates feedback gained from extensive stakeholder meetings including elected officials, land owners and retailers, schools, and interested residents.

- **September 2006**

A proposed design for the renovation of City Mall was approved by Council for consultation.

- **October-November 2006**

The proposed design was put out for consultation. This public comment period ran for four weeks during which time over 600 submissions were received. Following this, the Council held public hearings at which time those submitters who wished to speak to their submission did so.

- **November–December 2006**

The proposed design was modified in response to comments made during the consultation period, including the following changes:

- In the proposal, Cashel Street is closed to private vehicles. This change from the original proposal is in response to submissions from the general public as well as a submission from the Police citing safety concerns. Keeping Cashel Street closed to private vehicles also addresses an ECan concern about potential congestion on Colombo Street and its impact on the bus network.
- In response to concerns expressed primarily by the schools, Cashel Street between Colombo and High Streets will remain pedestrian only. This street will contain ample seating and gathering areas for youth. It will also provide safe entrance and egress to the buildings which currently contain schools.
- In response to submissions, the proposal allows for bicycles access throughout the Mall area.
- High Street includes access for private vehicles. Access by private vehicles is proposed in response to the expressed desires of local property owners and retailers, to re-establish the historic connection of High Street towards the Port Hills, to strengthen the link between lower High Street and Cathedral Square, to increase visibility and movement, and to establish a promenade that links key parts of the Central City. Wide footpaths and generous planting have been provided to make this street a pedestrian-oriented environment.
- The Cashel Street overbridge is being retained and enhanced.
- The "Hack" area has been reconfigured substantially. Fewer trees for this portion of the Mall have been incorporated in the design based upon concern that the original proposal contained plantings that were too dense. The space in this triangle has been opened up to allow it to still act as a gathering space and it has the ability to hold multi-media events. The space has been designed to cater to youth, particularly through the provision of seating and events space.
- A second review has been conducted of all trees and the plan gives careful attention to the retention of existing trees.
- The Garden Rooms have been opened up to allow for better sightlines and increase cross block connections.
- A place near the current Stewart Fountain has been identified to contain a significant piece of public art.
- An emphasis on highlighting heritage buildings where possible.
- The kiosk has been removed from in front of Hallensteins.

- The width and configuration of footpaths on Cashel Street have been altered to create a stronger corridor towards the Bridge of Remembrance.
 - More greenery, particularly grass, has been inserted into the plan.
 - The paving has been modified to provide greater coherence and simplicity.
 - Seating has been rearranged to support the youth campus in front of the schools and to not obstruct pedestrian access lines.
 - The various areas of seating in other places have been changed to make them more open with less "internal" focus.
 - More sustainability features have been incorporated such as the use of more local materials and ability to clean stormwater.
 - The tram concept has been retained due to popular support with the tram being referred for a specific study and provision made within the first construction zone for a concrete base to be laid to futureproof the structure.
27. The Council appointed baseplus to undertake a junction assessment at Colombo Street/ High Street and Hereford Street to assess the potential opening of a one way arm on High Street onto Hereford Street east of Colombo Street.
28. The existing Christchurch CBD Paramics model has been utilised for this assessment. This represents the existing situation (no extension of High Street through to Hereford Street) as option 1 - (or "Do-Nothing"). Two potential scheme options for the treatment of the exit onto Hereford Street have been assessed against this existing situation - Option 2 as a priority control and Option 3 as a signalised intersection. All options have been assessed to determine the predicted performance during a representative inter-peak period and the evening peak period. Given the nature of the proposed scheme and relatively low traffic volumes, the morning peak period was assumed to be not critical to the assessment.
29. The measures reported here are the levels of service measured by delay in seconds for all approaches through the intersection, the maximum queue lengths on the approaches to the study intersection and the network statistics for the entire CBD area.
30. The output analysis and comparisons demonstrate that local delays increase for the intersection, that the signalised option is preferred over the priority control and that overall the CBD is not affected by the local change.

Improving Retail Management

31. In tandem with the development of designs for the physical improvement of the City Mall, Council staff have been working to identify means of improving the management of the City Mall area. As a prominent retail district, this work has focused on possible changes that can be instituted to support retail trade in the area. A specific focus has been in getting the businesses in the area to take greater ownership of managing the area and thereby making it more desirable to customers. Without any changes to the management of the area, the Council's concern is that physical improvements to the area will be merely a band-aid solution to the problem.
32. Noting this concern, Council staff have included business improvement and management as a vital part of any redevelopment proposal. The successful contractors for the City Mall project, the Isthmus Group, have included the skills of David West who is an experienced mall manager and retail expert from Adelaide. David West was instrumental in getting the retailers and business people involved in the design phase of the project but also has inspired them to see greater possibilities for a business association within the area.
33. The retail and business community in the City Mall area are now keen to set up a business association or business improvement district to provide services over and above those provided by the Council. It is likely that this association will seek to appoint a mall manager who answers to the association.
34. The CECC, who are funded by the Council to provide Central City Marketing, are involved in this project and there is good integration between the CECC programme and the Council's Central City Revitalisation programme. To this end, the CECC are dedicating over half of this year's Council funding to support our work with the Isthmus Group and David West on the City Mall. Retailers and landowners are currently in the process of organising themselves, but it is believed that the proposed business association will focus on the area surrounding the present City Mall. Based on the success of a business association in the City Mall area, it is the CECC's intention to use the City Mall improvement district as a template for future efforts throughout the Central City.

35. A significant objective of the Business Group and intended business association will be to identify and establish a secure source of funding, not provided by general rates. To assist in the development of this proposed business association the CECC will provide the bulk of logistical and operational support as part of their Central City Marketing work.
36. To assist City Mall businesses in the establishment of a proposed business association or improvement district, Council staff in conjunction with the CECC, the Isthmus Group and David West are:
 - Building a complete database of all businesses, building owners and managers in the City Mall area.
 - Identifying sustainable funding options and processes.
 - Identifying operations that could be undertaken by the business association including enhanced cleaning, maintenance, security and marketing.
 - Surveying retailers/businesses on needs and desires for the area.
 - Holding meetings with central city businesses, organizing initial meeting and agendas, outlining ideas for a City Mall business association and gauging commitment.
 - Inviting expressions of interest for members of the City Mall Association Steering Committee.
 - Identifying a structure for the committee.
 - Developing an election programme.
37. Council staff and the CECC will be working with the City Mall Business Steering Committee to:
 - Define the role and goals of the Association.
 - Select a Chairman from committee.
 - Develop a job description for Project Manager and/or Central City Manager.
 - Decide on funding mechanism, consultation and implementation.
38. Council staff will continue to look at ways the Council can assist businesses collect funds and improve services.

OPTIONS

39. It should be noted that the option of retaining the status quo has previously been rejected by Council in prior decisions and reports. Most notably, the 2006-2016 LTCCP identifies the City Mall as in need of renovation and change.
40. **City Mall West**
Accept the proposed design with the retention of the pedestrian precinct restrictions on traffic flows to service vehicles outside the hours of 11.00 am and 4.00 pm daily. Enhance this option to include 24 hour per day cycle access and lay the base for possible tram tracks, cycle access requires an SCP.
41. **City Mall East**
Accept the proposed design with the retention of the pedestrian precinct restrictions on traffic flows to service vehicles outside the hours of 11.00 am and 4.00 pm daily. Enhance this option to include 24 hour per day cycle access and lay the base for possible tram tracks, cycle access requires an SCP.
42. **City Mall High Street**
Accept the proposed design and open the street to one way traffic at all times, also lay the base for possible tram tracks. To introduce traffic other than service vehicles requires an SCP.
43. That the Council give approval for a study to be undertaken to investigate all matters relating to the possible extension of the tram, including costs, commercial viability, technical feasibility, traffic implications along with alternative modes of transport including light rail and modern trams.

44. That the Council agree to continue to support the establishment of a City Mall business association, and continue to work with the CECC in the development of an association that is able to deliver enhanced management and services to the area and that is self-sustaining with no impact on general rates.

ASSESSMENT OF OPTIONS

The Preferred Option

45. City Mall West

Accept the proposed design with the retention of the restrictions on traffic flows to service vehicles outside the hours of 11.00 am and 4.00 pm daily. Enhance this option to include 24 hour per day cycle access and lay the base for possible tram tracks.

	Benefits (current and future)	Costs (current and future)
Social	Opportunity to increase public access and enhance public spaces for social interaction.	
Cultural	Opportunity to enhance the City Mall precincts and the urban identity of Christchurch City in general. Opportunities to provide new artworks in new public spaces. Opportunities to increase the conservation and retention of heritage features.	
Environmental	Opportunities to improve the physical amenity and overall feel of the area. Opportunities to increase the growth and use of the area.	
Economic	Opportunities to increase economic investment and activity by raising the environmental amenity, diversity, and intensity of land use activities. Opportunities to increase cultural tourism in Christchurch Central City.	To open up the roadway for Cycles and/or the tram will require an SCP. To future-proof the road and allow for the tram has a cost of \$211,000 for which there is no budget provision. It is expected that this will be resolved as a result of the requested tram study. The approved funding for the plan as presented is ex the LTCCP as per paragraph 11 above.
<p>Extent to which community outcomes are achieved: Primarily aligned with the Community Outcome of A Prosperous City and an Attractive and Well Designed City, and also contributes to A Safe City by:</p> <ul style="list-style-type: none"> • Actively pursuing public-private partnerships for urban renewal and development. • Improving pedestrian amenity and access. • Using quality urban design principles to improve use of interaction between public-private spaces. • Strengthening the character and identity of the Central City by highlighting its distinctive features, including historic features. • Creating opportunities to increase diversity and intensity of land use and therefore increasing efficient resource use. • Improving lighting and redesign of areas identified as currently being “high crime sites”. <p>Impact on Council’s capacity and responsibilities: It may be necessary to extend the city street maintenance and cleaning programme to cover additional requirements at additional ongoing costs. The new “road like” structures will require strict enforcement policies to be implemented and to be seen to be implemented.</p> <p>Effects on Maori: None identified.</p>		

Consistency with existing Council policies:

In addition to the Community Outcomes under the Long Term Council Community Plan, the City Mall Renovation is aligned with the Central City Revitalisation Strategy and the Central City Transport Concept. It is also consistent with Council policy to improve pedestrian facilities and the quality of the pedestrian environment under the Christchurch City Plan and the Christchurch Pedestrian Strategy. As an urban design and development initiative, the Plan also gives expression to the National Urban Design Protocol which the Council signed in 2005.

Views and preferences of persons affected or likely to have an interest:

These have been reflected during the consultation process and subsequent seminar.

Other relevant matters:

The physical structure being put in place to contain and regulate service vehicles is by any other name a road. It is the legal definition, signage and enforcement that changes its usage and the public perception regarding whether it is a "road". It is for this reason that the build can proceed without any SCP as the usage and designation will be exactly the same as it is currently, being that usage is restricted to goods service vehicles between the hours of 4.00 pm and 11.00 am daily. This same restriction means that to introduce a cycle way requires an SCP process which, if successful, would then result in signs indicating that cycling is allowed, likewise for other vehicles or varied usage including the tram.

46. City Mall East

Accept the proposed design with the retention of the restrictions on traffic flows to service vehicles outside the hours of 11.00 am and 4.00 pm daily. Enhance this option to include 24 hour per day cycle access and lay the base for possible tram tracks.

	Benefits (current and future)	Costs (current and future)
Social	Opportunity to increase public access and enhance public spaces for social interaction.	
Cultural	Opportunity to enhance the City Mall precincts and the urban identity of Christchurch City in general. Opportunities to provide new artworks in new public spaces. Opportunities to increase the conservation and retention of heritage features.	
Environmental	Opportunities to improve the physical amenity and overall feel of the area. Opportunities to increase the growth and use of the area.	
Economic	Opportunities to increase economic investment and activity by raising the environmental amenity, diversity, and intensity of land use activities. Opportunities to increase cultural tourism in Christchurch Central City.	To open up the roadway for Cycles and/or the tram will require an SCP. To future proof the road and allow for the tram has a cost of \$119,000 for which there is no budget provision. It is expected that this will be resolved as a result of the requested tram study. The approved funding for the plan as presented is ex the LTCCP as per paragraph 11 above.

Extent to which community outcomes are achieved:

Primarily aligned with the Community Outcome of A Prosperous City and an Attractive and Well Designed City, and also contributes to A Safe City by:

- Actively pursuing public-private partnerships for urban renewal and development.
- Improving pedestrian amenity and access.
- Using quality urban design principles to improve use of interaction between public-private spaces.
- Strengthening the character and identity of the Central City by highlighting its distinctive features, including historic features.
- Creating opportunities to increase diversity and intensity of land use and therefore increasing efficient resource use.
- Improving lighting and redesign of areas identified as currently being "high crime sites".

Impact on Council's capacity and responsibilities:

It may be necessary to extend the city street maintenance and cleaning programme to cover additional requirements at additional ongoing costs.

The new "road like" structures will require strict enforcement policies to be implemented and to be seen to be implemented.

Effects on Maori:

None identified.

Consistency with existing Council policies:

In addition to the Community Outcomes under the Long Term Council Community Plan, the City Mall Renovation is aligned with the Central City Revitalisation Strategy and the Central City Transport Concept. It is also consistent with Council policy to improve pedestrian facilities and the quality of the pedestrian environment under the Christchurch City Plan and the Christchurch Pedestrian Strategy. As an urban design and development initiative, the Plan also gives expression to the National Urban Design Protocol which the Council signed in 2005.

Views and preferences of persons affected or likely to have an interest:

These have been reflected during the consultation process and subsequent seminar.

Other relevant matters:

The physical structure being put in place to contain and regulate service vehicles is by any other name a road. It is the legal definition, signage and enforcement that changes its usage and the public perception regarding whether it is a "road". It is for this reason that the build can proceed without any SCP as the usage and designation will be exactly the same as it is currently, being that usage is restricted to goods service vehicles between the hours of 4.00 pm and 11.00 am daily. This same restriction means that to introduce a cycle way requires an SCP process which if successful would then result in signs indicating that cycling is allowed, likewise for other vehicles or varied usage including the tram.

47. City Mall High Street

Accept the proposed design and open the street to one way traffic at all times, also lay the base for possible tram tracks.

	Benefits (current and future)	Costs (current and future)
Social	Opportunity to increase public access and enhance public spaces for social interaction.	
Cultural	Opportunity to enhance the City Mall precincts and the urban identity of Christchurch City in general, especially the concept of the original processional route. Opportunities to provide new artworks in new public spaces. Opportunities to increase the conservation and retention of heritage features.	

Environmental	<p>Opportunities to improve the physical amenity and over all feel of the area.</p> <p>Opportunities to increase the growth and use of the area.</p>	
Economic	<p>Opportunities to increase economic investment and activity by raising the environmental amenity, diversity, and intensity of land use activities.</p> <p>Opportunities to increase cultural tourism in Christchurch Central City.</p>	<p>To open up the roadway will require an SCP. If this SCP is the subject of a legal challenge then this will impact on the capital budget allocated for construction.</p> <p>A study by traffic engineers has highlighted with regard to this proposal "that overall the CBD is not affected by the local change."</p> <p>To future-proof the road and allow for the tram has a cost of \$125,000 which is covered by the Central City Transport Strategy budget.</p> <p>The approved funding for the plan as presented is ex the LTCCP as per paragraph 11 above.</p>
<p>Extent to which community outcomes are achieved:</p> <p>Primarily aligned with the Community Outcome of A Prosperous City and an Attractive and Well Designed City, and also contributes to A Safe City by:</p> <ul style="list-style-type: none"> • Actively pursuing public-private partnerships for urban renewal and development. • Using quality urban design principles to improve use of interaction between public-private spaces. • Strengthening the character and identity of the Central City by highlighting its distinctive features, including historic features. • Creating opportunities to increase diversity and intensity of land use and therefore increasing efficient resource use. • Improving lighting and redesign of areas identified as currently being "high crime sites". <p>Impact on Council's capacity and responsibilities:</p> <p>It may be necessary to extend the city street maintenance and cleaning programme to cover additional requirements at additional ongoing costs.</p> <p>The new "road like" structures will require strict enforcement policies to be implemented and to be seen to be implemented, especially as long as it is restricted to being a service lane.</p>		
<p>Effects on Maori:</p> <p>None identified.</p> <p>Consistency with existing Council policies:</p> <p>In addition to the Community Outcomes under the Long Term Council Community Plan, the City Mall Renovation is aligned with the Central City Revitalisation Strategy and the Central City Transport Concept. As an urban design and development initiative, the Plan also gives expression to the National Urban Design Protocol which the Council signed in 2005.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>These have been reflected during the consultation process and subsequent seminar.</p> <p>Other relevant matters:</p> <p>The physical structure being put in place to contain and regulate service vehicles is by any other name a road. It is the legal definition, signage and enforcement that changes its usage and the public perception regarding whether it is a "road". It is for this reason that the build can proceed without any SCP as the usage and designation will be exactly the same as it is currently, being that usage is restricted to goods service vehicles between the hours of 4.00 pm and 11.00 am daily. This same restriction means that to open this structure up to being a slow road requires an SCP process which if successful would then result in the removal of the signs indicating that only service vehicles are allowed.</p>		