

## 5. CASHEL STREET (LIVERPOOL ST – MADRAS ST) ENHANCEMENT

<b>General Manager responsible:</b>	General Manager Jane Parfitt, DDI 941-8608
<b>Officer responsible:</b>	Michael Aitken
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### PURPOSE OF REPORT

1. The purpose of this report is to seek the support from the Board for approval from the Council to replace and extend the kerbline generally on the south side of Cashel Street and along part of Madras Street adjacent to the new nine story office complex. These improvements will include a footpath widening, landscaping as illustrated in the **attachments**.

### EXECUTIVE SUMMARY

2. A nine story office building complex is close to completion in the site bounded by Cashel/Madras/Bedford ROW. The road assets along the building have been damaged by previous fire and more recently by construction activities.
3. The damaged sections of the road will require replacement, and this creates as opportunity to enhance the streets with sections of paved and widened footpath along the historic façade and at the same time creating a safer pedestrian crossing point to Woolsack Lane on the northern side of the street. In addition, kerb built-outs at road intersections are also proposed.
4. Agreement has been reached with the developer to enhance the road environment along the complex street frontages. Street trees will be planted and pavers installed in various sections of the footpath to create a good road environment.
5. On street parking facilities on Cashel Street are required to be altered and this will be addressed following submissions from stakeholders.

### FINANCIAL IMPLICATIONS

6. The works are to be funded from a range of sources. The developer of the site will be funding most of the cost of the work adjacent to the building. Other minor improvements eg the installation of kerb built-out on the north side of Cashel St. will be funded from the Transport and Greenspace Subdivision budget and is estimated at \$10,000.

### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. Yes see above.

### LEGAL CONSIDERATIONS

8. Council approval is required for works on-street and changes to parking arrangements on street. These are the normal functions for the Council under its powers vested in it under the Local Government Act and the Transport Act.

### Have you considered the legal implications of the issue under consideration?

9. As above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The works proposed in the report are consistent with the policies included in the LTCCP page 152 Street and Transport "To provide a sustainable network of streets which distribute traffic between neighbourhoods, and connect to major facilities within and beyond the city". The changes to the street, support improvements to the facilities provide pedestrian areas and their secondary routes through the City. The proposed work also recognises the Council's Heritage objectives as an enhancement of the street scape and the addition to the vibrancy of the City.
11. The proposal for the street is in keeping with the roads classification in the City Plan as a local road. The parking strategy 2003 supports the concept of the street.

**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

12. Yes.

**ALIGNMENT WITH STRATEGIES**

13. This action is considered with the traffic objectives in the City Plan and is also consistent with the Parking Strategy 2003.

**Do the recommendations align with the Council's strategies?**

14. Yes

**CONSULTATION FULFILMENT**

15. Apart from the kerb extension to include the existing there are no changes to the parking restrictions on the northern side of the road. The changes to the street will be on the south side which is adjacent to the new complex. Businesses in the vicinity will be consulted prior to the commencement of the works.

**STAFF RECOMMENDATION**

It is recommended that the Council:

Approves the works as generally proposed in the Attachment 1 and staff requested to seek submissions from stakeholders on the two parking options (Attachments 2 and 3)

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## **BACKGROUND (THE ISSUES)**

16. Since the commencement of the construction of the nine story office building it was anticipated that sections of kerb and channel and footpath would need to be replaced, hence an opportunity arises for the enhancement of the road along the road frontage.
17. Staff have agreed with developer that the development levy payable to Council can be used to fund the road assets components that are providing good amenities e.g. street landscape, trees, furniture and special pavers for footpath.
18. The proposal consists of a widened footpath along the historic façade of the new building, kerbs built-outs at intersections and pedestrian facility by Woolsack Lane. All these features create opportunities to introduce special paving materials, street tree planting and installation of street furniture and footpath.
19. In providing these enhanced features existing parallel on street parking will need to be altered to cater the needs of businesses which are predominantly offices with very limited retail shops.
20. Currently there are 34 existing parallel car parking spaces and a loading facility and to retain this arrangement with the enhancement features eight parking spaces will be lost. With the angle parking arrangement along side with the enhancement features there will be a net gain of four car spaces. This arrangement is similar to Liverpool Street which is also a central city local business street. The new building is tenanted to IRD and pressures for on street parking in the area will increase when the floor spaces are occupied.
21. Urban planners have recommended not to alter the current parallel parking arrangement in keeping with a more desirable outcome for pedestrians.
22. The creation of safer pedestrian link with kerb built out and the position of traffic signals this section of the road is well serviced with pedestrian safety features and the introduction of angle parking will have little safety risk to pedestrians. The angle parking option is preferred by the developer.
23. This proposal is consistent to the objectives and priority stated in the Parking Strategy 2003 for local business street in central city area. It is proposed to seek submissions from stakeholders on the two parking options.