

8. HIGH STREET UPGRADE (CASHEL STREET TO LICHFIELD STREET)

General Manager responsible:	General Manager City Environment DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of the report is to request that the Hagley/Ferrymead Community Board recommends to the Council that the proposed plan for the High Street Upgrade, (refer **attachment**), be approved to proceed to detailed design and construction.

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in June 2009, and involves a street upgrade to be completed in conjunction with the installation of double tram tracks for the length of High Street from Cashel Mall to Lichfield Street.
3. The approval for the installation of tram tracks over this section of road, was given in June 2009 as part of the Long Term Council Community Plan 2009-2019.
4. The objectives for the project are to:
 - (a) Develop a 'slow streets' streetscape on High Street that is loosely based on the Hereford Street design that is soon to be deployed.
 - (b) Maximise pedestrian connectivity and permeability.
 - (c) Include provision for a double tram track through this section of road that links to the surrounding tram network. Consider tram facilities to complement the overall tram project.
 - (d) Accommodate necessary on street servicing, car parking, occasional tour bus and emergency vehicle movements.
 - (e) Introduce appropriate engineering measures in order to encourage a typical speed regime in the order of 30 kilometres per hour or less, that subsequently could be supported by a legally enforceable speed limit of 30 kilometres per hour.
 - (f) Appropriate threshold treatments where High Street meets the adjacent road network.
 - (g) Ensure that tree planting, landscaping and street features are consistent with the Central City Revitalisation Strategy, and the Central City Street Trees and Gardens Master Plan.

FINANCIAL IMPLICATIONS

5. The current cost estimates indicate that this project can be completed within the allocated budget.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes. Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project which is programmed for construction to be completed in the 2010/2011 financial year.

LEGAL CONSIDERATIONS

7. There are no property issues associated with this project. There are no notable or heritage trees, or heritage or historic buildings, places or objects shown in the City Plan affected by this project. No resource consents are required for the work proposed.
8. There appear to be no legal implications for this project. The Land Transport Rules provide for the installation of parking restrictions. The Council has the delegated authority to approve the proposed traffic and parking resolutions, as High Street is located in the inner city area.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme, Inner City Transport (page 247) and Tram Extension (page 247), of the 2009-19 LTCCP

ALIGNMENT WITH STRATEGIES

10. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

11. The Board was informed of this project by memorandum in July 2009. A seminar was then held to introduce the proposed design and the project's consultation programme in October 2009. The feedback period for public consultation was from Monday 12 October to Monday 2 November 2009. The publicity pamphlet (including concept plan) was distributed to residents, shop owners, business associations and other interested parties in the immediate area.
12. There are approximately 40 properties in High Street between Cashel Street and Lichfield Street. 24 responses were received, of which six responses were generally in support of the proposal, eight responses generally supported the project but had issues or comments, one response did not support the project and nine responses showed no indication.
13. Key issues raised were concerns at the disruption to traffic flow and businesses during construction; the available space for cyclists; the reduction of car parks; the type of car parking proposed; pedestrian issues at the intersections; the angle of the kerb build outs; the street furniture layout and the removal of trees.
14. Responses to community consultation and changes to the proposed plan are as follows;
 - (a) There were requests for access to be maintained during construction over this section of High Street for four coaches and cars. The project team will work to minimise disruption and this will be considered as part of the traffic management plan that will be approved to cover the construction.
 - (b) Concerns were raised about the available road space for cyclists, and a request to reduce the speed limit in the street. Due to the inclusion of the double tram track, the road layout along this section is not ideal for cyclists, however, given the slow street design, the location of cycle stands and the potential cycling routes, the project team consider the proposed design is appropriate and have added some signs to warn cyclists of the dangers of crossing the tram tracks. The reduction in the speed limit in this area of High Street is being considered as part of a larger speed limit review.

- (c) Concerns have been raised about the reduction in car parking. To provide the appropriate safety offsets for the tram, the existing 90 degree parking has been removed and replaced with parallel parking. The change from the 90 degree parking and the inclusion of street trees has reduced parking in this area by 21 parking spaces.
- (d) In response to concerns about the type of parking provided, a change to the proposed layout has been made. This has shifted one of the proposed disabled parks to Cashel Street and has introduced an additional short term (P5) parking space to allow for more pickup and drop off activities to occur near the businesses.
- (e) The project team considered the pedestrian issues raised, and following further intersection counts the traffic engineers considered that the proposed plan was appropriate for the intersections.
- (f) The angles of the kerb build outs were altered to match the proposed design in Hereford Street to allow consistency and improved kerb cleaning access.
- (g) There have been various changes to the proposed street furniture layout. These range from improvements in seating layouts to better fit with CPTED (Crime Prevention through Engineering Design) principles; to adding arm rests to some seats to assist the elderly and those with disabilities to stand up; to lowering the rubbish bins to meet the design requirements for the canes of the partially sighted.
- (g) Concern was raised about the removal of Plane tree outside Java Cafe. Seven existing street trees, including this Plane tree, are proposed to be removed. 11 new Fastigate Oak trees are proposed to be planted. The trees proposed for removal have been assessed by the Council's Arborist and based on their current condition and life expectancy, they were recommended to be removed and replaced by the new plantings.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council:

- (a) Resolve that the High Street Upgrade Project may proceed to detailed design and construction as shown on the For Board Approval Plan attached (TP315401).
- (b) Approve the following parking restrictions to take effect following completion of construction.

Remove Existing No Stopping

- (i) That all existing no stopping resolutions on the south and southwest side of High Street between Manchester Street and Cashel Street be revoked.
- (ii) That all existing no stopping resolutions on the north and northeast side of High Street between Manchester Street and Cashel Street be revoked.

Revoke Existing Parking Restrictions

- (iii) That all existing parking restrictions on the southwest side of High Street between Manchester Street and Cashel Street be revoked.
- (iv) That all existing parking restrictions on the northeast side of High Street between Manchester Street and Cashel Street be revoked.

New No Stopping

- (v) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 47 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 66 metres north west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 89 metres southwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the southwest side of High Street commencing at a point 113 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 7 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of High Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 47 metres.
- (x) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 66 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 89 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 5 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the northeast side of High Street commencing at a point 113 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 13 metres.

New Parking Restriction – Motorcycle Park

- (xiii) That a Motorcycle Park be created on the southwest side of High Street commencing at a point 94 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 3 metres.

New Parking Restriction – Mobility Park

- (xix) That a Mobility Park with a time limit of 60 minutes at any time be installed on the southwest side of High Street commencing at a point 105 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 8 metres.

New Parking Restrictions – P5

- (xx) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the southwest side of High Street commencing at a point 47 metres southwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 6.5 metres.

- (xxi) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the southwest side of High Street commencing at a point 97 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 8 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the northeast side of High Street commencing at a point 71 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 6 metres.

New Parking Restrictions – P60 Pay and Display

- (xxiii) That Parking Meters with a time limit of 60 minutes be installed on the southwest side of High Street commencing at a point 53 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 13 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9 am to 1 pm on a Saturday.
- (xxiv) That Parking Meters with a time limit of 60 minutes be installed on the southwest side of High Street commencing at a point 71 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 18 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30 pm on Friday and 9am to 1pm on a Saturday.
- (xxv) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 47 metres northwest from its intersection with Manchester Street and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9 am and 5 pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxvi) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 77 metres south west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 12.5 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xxvii) That Parking Meters with a time limit of 60 minutes be installed on the northeast side of High Street commencing at a point 94 metres north west from its intersection with Manchester Street and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

Give Way Sign

- (xxviii) Approve that a Give Way sign be placed 19m west of the intersection with Manchester Street on the westbound side of High Street.
- (c) Note that this matter will be included as a Chairperson's Report on the agenda for the Council Meeting of 11 February 2010.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

15. High Street from Lichfield Street to Cashel Street is classified as a local street and is approximately 145 metres in length. This area also includes two of the High Street heritage reserve triangles. High Street is located in the Hagley/Ferrymead Community Board area. Currently there are 37 existing car parks from a combination of nine parallel parks and 28 90-degree car parks. There are no Bus routes on the street currently, only tour buses from the three Hotels.
16. Currently there are 37 existing car parks from a combination of nine parallel parks and 28 90-degree car parks. There are no bus routes on the street currently, only tour buses from the three Hotels.
17. The Land Transport Safety Crash Analysis System shows there have been four crashes recorded for the five year period between 2004 and 2009 on High Street, from Cashel Street to Lichfield Street. Two crashes were caused by cars manoeuvring and hitting parked cars. One car missed the end of the road and hit another car while evading enforcement. One car hit a pedestrian who was crossing heedless of traffic and stepped out from behind a parked car.

THE OBJECTIVES

18. The aims and objectives of this project are met by:
 - (a) Develop a 'slow streets' streetscape on High Street that is loosely based on the Hereford Street design that is soon to be deployed.
 - (b) Maximise pedestrian connectivity and permeability.
 - (c) Include provision for a double tram track through this section of road that links to the surrounding tram network. Consider tram facilities to complement the overall tram project.
 - (d) Accommodate necessary on street servicing, car parking, occasional tour bus and emergency vehicle movements
 - (e) Introduce appropriate engineering measures in order to encourage a typical speed regime in the order of 30 kilometres per hour or less, that subsequently could be supported by a legally enforceable speed limit of 30 kilometres per hour.
 - (f) Appropriate threshold treatments where High Street meets the adjacent road network.
 - (g) Ensure that tree planting, landscaping and street features are consistent with the Central City Revitalisation Strategy and the Central City Street Trees and Gardens Master Plan.

THE OPTIONS

19. Three options were developed for comparison. Option Three has been selected as the preferred option and was taken to the community for consultation.

OPTION ONE

20. Option One includes no changes to the existing road condition.
21. Option One has not been selected as the preferred option because key objectives are not met.

OPTION TWO

23. Option Two includes the following:
- (a) A carriageway width varying from 9 metres to 12.6 metres, it would include eight 30-degree angle pay and display parks on the north east side and ten parallel parks on the south west side, one being a p5 loading zone and another being disabled park with the remaining eight P60 Pay and Display.
 - (b) A rumble strip crossing at the eastern end to help with slowing the traffic to 30 kilometres per hour and a pedestrian crossing at the north west end.
 - (c) Footpaths to be paved in various pavers and the carriageway to be asphalt construction.
 - (d) The installation of double tram tracks.
24. Option Two has not been selected as the preferred option due to concerns with the level of safety between 30 degree parking and the proposed tram and cyclists.

OPTION THREE

25. Option Three includes the following:
- (a) A carriageway width varying for 9 metres to 12.6 metres, it includes eight parallel P60 pay and display parks and one P5 park on the north east side and five parallel P60 pay and display parks, two disabled, one motorcycle stand and one P5 park on the south west side.
 - (b) The footpaths are to be paved and the carriageway to be asphalt construction.
 - (c) The installation of double tram tracks.

THE PREFERRED OPTION

26. **Option Three** is the preferred option because it meets the project objectives.