

9. HEREFORD STREET UPGRADE



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. This report requests the Hagley/Ferrymead Community Board to make a recommendation to the Council to approve the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining (refer **attachment 1**).

EXECUTIVE SUMMARY

2. The project will be implemented in two stages; a streetscape plan that includes kerb realignment and threshold treatments aimed at improving pedestrian amenity, and reduced vehicle speeds.
3. Construction of the first stage of the project, from Oxford Terrace to Colombo Street, is currently planned from April to July 2010 to coordinate with the proposed tram extension in the inner city. The second stage, from Colombo Street to Manchester Street, is scheduled for construction from March to July 2012. Both stages are subject to a resource consent which will be applied for following the Council approval of the proposed scheme.
4. The proposed Hereford Street design is part of the Council's wider central city revitalisation programme and has been developed as a prototype for other street upgrades in the central city. It is supportive of Council policy, decisions and commitments to the central city over the past decade.
5. In 2006, the Council adopted the Central City Revitalisation Strategy – Stage II. The five key priorities of the Council in the central city as stated in the Strategy are:
 - (a) To increase the residential population;
 - (b) To grow businesses;
 - (c) To enhance public spaces;
 - (d) To improve transport;
 - (e) To redevelop under-utilised sites.
6. This project directly links to the priorities of enhancing public spaces and improving transport. The Revitalisation Strategy also contains specific actions that the Council is committed to as a means of implementing the Strategy. Page 41 of the Strategy commits the Council to carrying out at least one "pedestrian-oriented upgrade along one block of the central city" per year. Page 43 identifies Hereford Street as a priority street for receiving such an upgrade.
7. The Central City Revitalisation Strategy is underpinned by the Central City Transport Concept. This Concept was adopted in 2005 and states that the Council will develop a pedestrian-orientated 'slow core' in the central city.
8. Although the 'Public Life Public Space' project by Gehl Architects has not yet been endorsed by the Council, the Hereford Street project was reviewed by the team from Gehl Architects who supported the proposed objectives and design. Work on a draft 'Central City Streetscape Plan' is also near completion and it is intended to report this to the Council next year. The proposed work in Hereford Street aligns with the draft Central City Streetscape Plan.
9. Objectives of the project are to:
 - (a) Develop a prototype streetscape design for 'slow streets' which can be used for busier traffic links in the central city;

- (b) Introduce appropriate engineering measures in order to encourage a speed regime of 30 kilometres per hour or less that can subsequently be supported by a legally enforceable speed limit of 30 kilometres per hour;
- (c) Give more priority to pedestrian movements and amenity, assisted by creating a slow speed environment;
- (d) Accommodate on street servicing, car parking, bus and cycle movements;
- (e) Provide for a tree/landscaping scheme consistent with the draft Central City Streetscape Plan and including the use of selected street furniture and paving details;
- (f) Integrate cross-block lanes and arcades into the streetscape design to facilitate pedestrian movement;
- (g) Support local businesses (eg wider footpath for dining);
- (h) Provide cycle parking and access opportunities.

FINANCIAL IMPLICATIONS

- 10. Funding for the project is provided in the Long Term Council Community Plan (2009-2019) Inner City Transport, page 247.

Do the Recommendations of this Report Align with 2009-19 Long Term Council Community Plan budgets?

- 11. Yes, based on current estimates there is sufficient budget allocated within the 2009-2019 LTCCP to implement this project.

LEGAL CONSIDERATIONS

- 12. A resource consent is necessary before work can start as Hereford Street is a collector road and the proposed plan narrows the road to 11 metres and six metres and includes traffic calming measures.
- 13. A resource consent is also required in relation to construction work in the vicinity of the Golden Ash in front of No 77 Hereford Street and other trees on the west side of the Hereford Street/Oxford Terrace intersection which have special purpose road zone designation status because work will occur within 10 metres of these trees.
- 14. Under the Historic Places Act 1993 it is unlawful for any person to destroy, damage or modify any part of an archaeological site associated with pre-1900 human activity without the prior authority of the New Zealand Historic Places Trust (NZHPT). As most, if not all, of the proposed works will be within the foundation formation of the existing road the NZHPT has agreed that the project can be covered by 'accidental discovery protocols' to be referenced in tender documents.
- 15. Nine historic buildings in the project area are listed as heritage items in the City Plan. As the works are confined to the road and footpath and do not impact directly on the buildings, no consents are needed.
- 16. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 17. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

- 18. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well governed city; a prosperous city; a healthy city; a city for recreation, fun and creativity; a city of lifelong learning; an attractive well-designed city. The project also contributes to improving the level of service for pedestrian safety.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

20. As above.

ALIGNMENT WITH STRATEGIES

21. The recommendations align with the Central City Revitalisation Strategy, the Central City Draft Streetscape Plan and associated Gateways Programme, the Parking Strategy 2003 and the Christchurch Central City Street Trees and Gardens Master Plan.

CONSULTATION FULFILMENT

22. The proposal was presented to the Hagley/Ferrymead Community Board on 14 July 2009 prior to consultation taking place. Board members raised a number of issues, and subsequently received detailed responses from the project manager.
23. Members sought more information on the appearance and safety of the proposed pavers. They were advised that the Firth pavers, which are manufactured locally, are relatively easy to clean and long lasting. They were also the preferred option of the Council's cleaning contract managers. The natural colour of the honed aggregate from the Waimakariri River will enhance the streetscape. In Hereford Street the light colour will be an advantage due to the shadiness of an east-west street. The Council will need to monitor glare as the pavers weather and, if necessary, review the level of 'whiteness' for sunnier streets. Paver joints, which can be problematic for high heels and white canes, are necessary to provide structural strength for flexible paved surfaces such as the one proposed. Smaller chambers on the edges of blocks have been specified to minimise possible tripping or jamming hazards.
24. Community Board members were advised that grass was not practical because of the high pedestrian numbers (more than 10,000 a day). However, the streetscape would not look sterile as plans provide for moveable planters, similar to the ones in Cashel Mall, and as many street trees as possible given the high number of major underground services in the street.
25. When the issue of P30 parking was raised, Community Board members were advised that the purpose of P30 parks was to increase the turnover of parking to compensate for the loss of revenue associated with the proposed removal of existing parking. Motorists wishing to park for longer periods are encouraged to use long stay parking facilities in the vicinity including: Farmers Building Car Park, Manchester Street Car Park, Lichfield Street Park and The Crossing.
26. The Parking Strategy, which was adopted by the Council as policy in June 2003 states with regard to business areas:
 - (a) Policy 7G - On Street Parking: To use a mix of pricing regimes, time and parking restrictions to encourage the turn over of on street parking in areas of high demand;
 - (b) Policy 7I - On Street Parking: To minimise parking provision in areas where high-quality street amenity is desired.
27. While at present P60 parking restrictions are prevalent within the core of the central city it is understood that current Parking Strategy does not stand in the way of introducing P30 restrictions to these sections of Hereford Street. The Council, in its discretion, has the ability to determine this and would be doing so via sign off of the plan.

28. After raising the possibility of right angled seating and wind breaks the Community Board was advised that seating shown on the consultation plan has been proposed with the intention of providing short-term seating facilities. While wind breaks would provide more shelter, these are currently excluded from the scope of this project as they would have to be constructed either in perforated steel, which might have a visual impact, or in a transparent material such as Perspex or safety glass, which might be prone to vandalism.
29. Questioned about tour bus parking Community Board members were informed that there was a space provided for tourist buses to park close to the Ibis Hotel. After discussions with the hotel this dedicated space has been replaced by a Goods Vehicle Only (GVO) space which is more flexible and would be used throughout the day.
30. Responding to a question about the value of shading diagrams, the project team said there would be a significant cost in providing shading diagrams and the project could not control or alter any of the buildings which currently shade the street. There had been requests for kerb extensions to provide outdoor seating from different businesses along Hereford Street which provided some of the initial impetus to start this project. This suggests that local businesses believe there is scope for outdoor dining and seating.
31. Following the presentation to the Community Board, no changes were made to the plan that went out to consultation.
32. Community consultation on the preferred option was undertaken between 12 August and 2 September 2009. More than 350 consultation leaflets were hand delivered to businesses in the Hereford Street between Oxford Terrace and Manchester Street and in the vicinity of the two blocks. In addition leaflets were posted or emailed to other stakeholders including 53 absentee property owners, the Central City Business Association, the Inner City West Neighbourhood Association and the Inner City East Neighbourhood Group.
33. 76 submissions were received. Of these 30 (39.47 percent) generally supported the proposal, 14 (18.42 percent) did not indicate whether they were for or against, and 32 (42.11 percent) did not support the consultation plan.
34. Many of those opposing the proposal were concerned about narrowing the street to 10 metres and six metres, and reducing the number of parking spaces by 10. They stated that together, these two changes would add to the congestion and make it harder for businesses to be serviced. Both impacts would also deter potential customers. Many opponents of the plan submitted that much of the project area was shaded and a wind tunnel and was not conducive to outdoor dining.
35. On the other hand, the Central City Business Association, representing 400 central city businesses and owners on south side of Hereford Street near Oxford Terrace, called for the wider footpath on that side of the street to be extended to provide more outdoor dining opportunities. Police and a Crime Prevention Through Environmental Design (CPTED) report also supported the general widening of the footpaths to help address some of the night time crime issues. More than a third of submitters supported efforts to improve the environment for pedestrians and the amenity of the street.
36. Ibis Hotel and two other businesses opposed the proposed temporary night time taxi stands between Oxford Terrace and Colombo Street to operate from 11pm to 5am. These stands were relocated to the Hereford Bridge area as part of the Central City Taxi Stand project. However, after concerns were expressed by senior police officers 10 night time taxi stands (five on the north side and five on the south side) were reinstated in the final recommended plan for the Hereford Upgrade. Those proposed on the north side of Hereford Street were moved further away from the Ibis Hotel to reduce the possibility of future noise problems. Night time taxi stands between Colombo Street and Manchester Street have been removed from the final recommended plan. (All resolutions relating to proposed night time taxi stands in Hereford Street are dealt with in a separate Part A report on Central City Night Time Taxi Stands.)

37. As a result of consultation and further review by the project team a number of changes were made to the kerb alignment and parking in the final recommended plan (refer **attachment 1**) for Council approval. These changes include:
- (a) A re-evaluation of the width of parking lanes provided, increasing the width from 2 metres to 2.5 metres to facilitate movement and parking of larger vehicles using the street;
 - (b) A re-evaluation of the kerb alignment providing widening adjacent to 90 Hereford Street, with footpath widths reduced at 76, 114 to 116 and 120 Hereford Street, in order to maximise parking and loading spaces provided;
 - (c) A marginal reduction in the extent of footway widening in front of 77 Hereford Street to accommodate loading vehicle parking;
 - (d) A reconsideration of parking allocation throughout the two blocks, providing 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces, reflecting consultation concerns in relation to the provision and distribution of sufficient loading facilities. In particular changes have been made to the following:
 - (i) Two mobility parking spaces are provided in the vicinity of Community Trust House at 141 Hereford Street (an increase of one compared to the consultation plan). One additional mobility parking space is provided close to the ANZ Bank on the corner of Colombo Street. The mobility park outside 79 Hereford Street remains. With the exception of the mobility parking space provided close to the ANZ bank, (which will operate as a standard P30 space), the mobility parking spaces will each operate on a Pay and Display basis;
 - (ii) P5 Goods Vehicle Only spaces are provided at 77, 104, 107 (replacing the previously proposed Coach Parking), 150, 159, 164 Hereford Street and outside the BNZ bank, ensuring regular provision across the two blocks, and limiting distance between spaces. This increased provision in the final recommended plan reflects concerns highlighted in the consultation process in relation to the number of service spaces required;
 - (iii) P5 spaces are provided in front of the Telecom building and outside 78, 109 (2), 114, 120 (2), 137, 144, 161, 164, 165 Hereford Street. This again ensures regular provision across the two blocks, limiting the distance between spaces. Again, this increased provision when compared to the seven P5 spaces previously proposed reflects concerns highlighted in the consultation process;
 - (iv) One P30 motorcycle space is provided at 116 Hereford Street;
 - (v) The remaining 32 spaces will operate as P30 pay and display spaces, compared to the 38 spaces in the consultation plan.
38. As a result of concerns highlighted in the consultation process and a Crime Prevention Through Environmental Design (CPTED) Report, a review was undertaken of landscape planting, rubbish bins, cycle parking and seating provision. Further investigation work is required during the detailed design phase of the project to confirm the exact location of the extensive underground services before finalising the number of trees which can be planted. The type of landscaping shown in the attached final recommended plan may be subject to change. Where further indications indicate that full tree pits are impossible, partial tree pits or planter boxes will be provided. At this stage it is anticipated that landscaping will include:
- (a) A reconfiguration of the area around the existing pedestrian crossing between Colombo Street and Manchester Street, reducing cycle parking on the south east side of the crossing, increasing cycle parking to the north west. The area to the south west of the crossing is also reconfigured, with the western existing tree removed and replaced with a tree located in a planter box closer to the kerb edge. All seating in the area is removed, reflecting recommendations from the CPTED audit, and the western rubbish bin removed. The proposed tree on the north west side of the crossing is replaced with a 150 millimetre high planter. The proposed tree on the south east side of the crossing is removed;

- (b) Retention of the tree proposed in front of 85 Hereford Street. However, this is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
- (c) Removal of the tree located outside the Telecom building;
- (d) The relocation of the new tree previously proposed in front of 107 Hereford Street to a location outside 109 Hereford Street. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
- (e) Relocation of the tree (and seating) previously proposed outside of 84 Hereford Street to a point further to the east (still in front of the Monkey Bar);
- (f) Relocation of the tree previously proposed outside 88 Hereford Street to a point outside 90 Hereford Street, reflecting the greater footpath widening provided in this area. (It is now no longer proposed to provide seating under this tree.);
- (g) Relocation of the tree previously proposed outside of 104 / 106 Hereford Street to a point outside Shades Arcade;
- (h) Removal of one of the two new trees (and associated seating) previously proposed outside 112 Hereford Street, with the remaining tree relocated slightly to the north west, and the adjacent seating removed. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
- (i) Removal of the new tree (and seating) previously proposed outside of 116 Hereford Street;
- (j) Removal of two of the three existing trees in front of 118 to 120 Hereford Street (and the adjacent seating to the most eastern of these trees);
- (k) A new tree outside 136 Hereford Street;
- (l) The removal of four trees in front of 164 Hereford Street, and their replacement with two new Turkish Hazel trees closer to the new kerb edge;
- (m) An additional planter located between the two P5 spaces outside the Hotel Ibis at 109 Hereford Street;
- (n) Removal of two planters outside 90 Hereford Street;
- (o) Relocation of the planter located outside 92 to 96 Hereford Street to ensure that the planter lies on the boundary of two parking spaces;
- (p) As detailed above, amendments to the provision of new planters at the existing pedestrian crossing point between Colombo Street and Manchester Street;
- (q) The removal of three cycle stands from the eight previously proposed at 77 Hereford Street;
- (r) The removal of the cycle station from the scheme, which will instead be considered at a later date;
- (s) The provision of two cycle stands outside 76 Hereford Street;
- (t) The provision of two additional cycle parks to the two cycle parks currently proposed outside Shades Arcade (108 Hereford Street), all of which will be relocated slightly closer northwards towards the kerb edge;

- (u) Relocation of the two cycle parks previously located in front of 120 Hereford Street to a location to provide four cycle parks currently at 126 Hereford Street;
- (v) The provision of one additional cycle park to the three cycle parks proposed outside BNZ House, all of which will be relocated slightly closer south-westwards towards the kerb edge;
- (w) Provision of an additional rubbish bin outside 77, 91, 76, 112, 116, 130 (further to the east), 138, and 164 Hereford Street, outside the ANZ Bank, and relocation of the rubbish bin provided outside 172 Hereford Street to outside 176 Hereford Street;
- (x) Removal of seating previously proposed at 88, 112, 116, 120, 130, and 152 Hereford Street;

STAFF RECOMMENDATION

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

- (a) Approves the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining, as shown in TP 197901 (**attachment 1**).
- (b) Revoke existing no stopping
 - (i) That all existing no stopping resolutions on the north side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing no stopping resolutions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing no stopping resolutions on the north side of Hereford Street between Colombo Street and Manchester Street be revoked.
 - (iv) That all existing no stopping resolutions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (c) Revoke existing parking restrictions
 - (i) That all existing parking restrictions on the North side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing parking restrictions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing parking restrictions on the North side of Hereford Street between Colombo Street and Manchester Street be revoked.
 - (iv) That all existing parking restrictions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (d) New no stopping:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Oxford Terrace and extending 20 metres in an easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 49 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 129 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.

- (iv) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 155 metres east of its intersection with Oxford Terrace and extending 11 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 37 metres in an westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a its intersection with Oxford Terrace and extending 25 metres in a an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 36 metres east of its intersection with Oxford Terrace and extending 37 metres in a an easterly direction
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 120 metres east of its intersection with Oxford Terrace and extending 24 metres in a an easterly direction
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 159 metres east of its intersection with Oxford Terrace and extending 17 metres in a an easterly direction
- (x) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 26 metres in a an easterly direction
- (xi) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 21 metres in an easterly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 83 metres east of its intersection with Colombo Street and extending 35 metres in an easterly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Manchester Street and extending 50 metres in an westerly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 46 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 86 metres east of its intersection with Colombo Street and extending 44 metres in an easterly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 182 metres east of its intersection with Colombo Street and extending 14 metres in an easterly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a its intersection with Manchester Street and extending 11 metres in an westerly direction.

(e) New Loading Zone

- (i) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 20 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 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.
- (ii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 114 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 16 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.
- (iii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 111 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 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.
- (iv) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 21 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 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.
- (v) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 152 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 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.
- (vi) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 77.0 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 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.
- (vii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 173 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 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.

(f) Parking Meters

- (i) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 29 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 7 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.

- (ii) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 61 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 31 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.
- (iii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 81 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 24 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.
- (iv) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 30 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 39 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. 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.
- (v) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 128 metres east from its intersection with Colombo Street and extending in a easterly 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.
- (vi) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 161 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 7 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.
- (vii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 46 metres east from its intersection with Colombo Street and extending in a easterly 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.
- (viii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 130 metres east from its intersection with Colombo Street and extending in a easterly 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 9am to 1pm on a Saturday.
- (ix) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 148 metres east from its intersection with Colombo Street and extending in a easterly 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.
- (x) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 11 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 25 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.
- (xi) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 35 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 7 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.

- (xii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 75 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 8 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.
 - (xiii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 119 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 9 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.
- (g) New parking restriction
- (i) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 100 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 142 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 13 metres.
 - (iii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 25.0 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.
 - (iv) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 145 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.
 - (v) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 31 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres.
 - (vi) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 69 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.
 - (vii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 50 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 13 metres.
 - (viii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 71 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 6 metres.
 - (ix) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 167 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.
 - (x) That a Mobility Park with a time limit of 30 minutes at any time be installed on the north side of Hereford Street commencing at a point 37 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 7 metres.

- (xi) That the parking of vehicles be restricted to a maximum period of 30 minutes at any time for motorcycles only on the south side of Hereford Street commencing at a point 155 metres from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 4 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

- 39. The two sections of Hereford Street from Oxford Terrace to Manchester Street are approximately 450 metres long. The street is lined with businesses with a number of retail outlets on the ground floor.
- 40. An extensive network of underground services, especially for Telecom and TelstraClear, impacts on landscaping opportunities above ground. It is understood that ducting for Fibre optic cabling has been laid by Enable Networks in the Oxford Terrace to Manchester Street sections of Hereford Street.
- 41. Hereford Street was first developed as a commercial area in the 1860s and Shand's Emporium at 88 Hereford Street survives as the city's oldest commercial timber building. Other historic buildings contribute to the diverse streetscape.
- 42. Hereford Street, between Oxford Terrace and Manchester Street, carries an average of 11,056 vehicles a day, according to the last traffic volume survey.
- 43. The tram extension will cross Hereford Street at the Colombo Street and Oxford Terrace intersections. Work on both projects is to be co-ordinated.
- 44. According to the New Zealand Transport Agency (NZTA) Crash Analysis Database 68 crashes were reported in these sections of Hereford Street between 2003 and 2008. 91 of the crashes involved cars and 57 per cent of the crashes occurred at intersections. 22 crashes resulted in injuries, with seven of these involving serious injuries. Three crashes involved bicycles and 10 involved pedestrians. Overall, 37 per cent of all crashes occurred between 7pm and 6am.

HOW DOES THE PROPOSED PLAN MEET OBJECTIVES

- 45. The aims and objectives are to be met in this project by:
 - (a) Developing a prototype design for slow streets in the inner city that focuses on 'shared priority', safety and amenity values.
 - (b) Encouraging traffic to slow to 30 kilometres per hour by narrowing the road to 10 metres and 6 metres and creating additional raised crossing points. A 30 kilometres per hour speed limit may be enforced in the future.
 - (c) Giving more priority to pedestrian movements and amenity by providing wider footpaths and improved landscaping.
 - (d) Providing goods vehicle only parks at regular intervals to service businesses, more P5 car parking for short term visits and more mobility parks for disabled drivers. The change from P60 to P30 parking is designed to increase the turnover of parking. Drivers who require longer term parking are encouraged to use car parking buildings. The narrowed street is designed to accommodate buses.
 - (e) Providing trees and landscaping features such as seats, cycle stands and rubbish bins consistent with the draft Central City Streetscape Plan. The concentration of underground services precludes the planting of trees in sections of the street. In locations where full tree pits are impossible, partial tree pits or planter boxes will be provided.

- (f) Integrating cross block lanes and arcades into the streetscape design to facilitate pedestrian movement on established desire lines.
- (g) Supporting local businesses by regularly spaced loading zones and providing a wider footpath for dining opportunities.
- (h) Providing increased cycle parking.

THE OPTIONS

46. Three options were considered for these two blocks of Hereford Street. Option three was preferred because it best met project objectives. It formed the basis of the plan taken to the community for consultation.

OPTION ONE

47. Option One involves no changes to the existing road environment which comprises a 14 metre wide road, including 2 metre wide on street parallel parking abutting the kerb on both sides of Hereford Street. The footpaths are 3.1 metres on the north side and 3.3 metres wide on the south side. Four pedestrian crossing facilities include three signalised crossings at intersections and a mid-block zebra crossing between Colombo Street and Manchester Street.

OPTION TWO

48. Option Two provides 2 metre wide median islands along the two blocks to reduce traffic speed and provide better crossing facilities. It includes an 8 metre carriageway with 2 metre wide median islands. On street 2 metre parallel parking abuts the kerb on both sides of Hereford Street. It also includes wider (3.56 metre) footpaths along both sides to accommodate through movement of pedestrians, tighter radii at all intersections to provide better pedestrian crossing arrangements and for slowing turning vehicles, and no changes to existing parking.

OPTION THREE

49. Option Three provides a 10 metre wide and 6 metre wide carriageway along with on street parallel parking abutting the kerb on both sides of Hereford Street. Wide footpaths facilitate through movement of pedestrians. In later modifications the flush bluestone kerb was replaced with 50 millimetre high concrete kerb and channel between the footpath and carriageway to stop vehicles driving on the footpath.

THE PREFERRED OPTION

50. Option Three is the preferred option and encompasses the following physical works:
- (a) The road cross section as shown in attachment 1.
 - (b) The kerb alignment, parking designation and landscaping arrangements as shown in Attachment 1.
 - (c) 50 millimetre high concrete kerb and channel between the footpath and the carriageway to stop vehicles from driving on to the footpath.
 - (d) New platforms in four locations over the two blocks, raised 50 millimetres to lie flush with the kerb.
 - (e) 6.5 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of Hereford Street in the section between Colombo Street and the raised zebra crossing.
 - (f) 6 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of the remainder of Hereford Street.
 - (g) Footpaths widened to between 6 metres and 8.5 metres on the southern side of the blocks, an increase of a minimum of 1.5 metres over the existing footpath width.

- (h) Footpaths widened to between 3 metres and 7.1 metres on the northern side of the blocks.
- (i) Interpath channel/grate slot drain on the footpath. They are located along the existing kerb alignment to utilise the existing under channel stormwater pipe. The interpath channel is located on the south side of Hereford Street in the Oxford Terrace to Colombo Street block.
- (j) Tighter kerb radius at the intersections with Oxford Terrace and Colombo Street to facilitate pedestrian crossing facilities and also to slow down turning vehicles at the intersections.
- (k) Single lane approaches to Colombo Street and Oxford Terrace intersection in the Oxford Terrace/Colombo Street section of Hereford Street.
- (l) The provision of 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces.
- (m) Parking bays provided at varying lengths between 5.5 metres (for end of block) and 6.5 metres (centre block), increased to 7 metres and 9 metres for mobility access spaces. P5 Loading GVO spaces provided at 9 metres.
- (n) The end of the parking bays are chamfered to allow easier access for vehicles.
- (o) Three 7.5 metre long flush platforms with pavers and rumble strips to the west of the Colombo Street/Hereford Street intersection to create a slow road environment and also to provide better crossing facilities along the busiest section of the study area. There will be a 9.7 metre long flush platform with similar treatment at Tramway Lane.
- (p) The street lighting will be located on the alternate sides of the road along Hereford Street, in a staggered arrangement, instead of the opposite arrangement as proposed in the earlier report.
- (q) No change to the existing raised zebra crossing between Colombo Street and Manchester Street. Adjacent landscaping and cycle parking will however be changed. (See paragraph 38a)
- (r) The removal of seven existing street trees, with up to 14 additional trees proposed elsewhere along Hereford Street; subject to further investigations of underground services.
- (s) The provision of a total of 10 rubbish bins.
- (t) The provision of a total of four seats which will have arms, following feedback from submitters.
- (u) The provision of a total of 46 cycle stands.
- (v) The removal of the proposed future cycle station outside the ANZ bank near the Colombo/Hereford Street intersection. However, space will be maintained in this area to ensure the cycle station can be provided at a later date, if required.