

3. CATHEDRAL SQUARE AND WORCESTER STREET, PARKING RESTRICTIONS, PEDESTRIAN CROSSING AND HEAVY VEHICLE BAN

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The purpose of this report is to recommend that the traffic and parking changes, as approved by the Cathedral Square Completion Subcommittee, for the northwest sector of Cathedral Square and Worcester Street between Oxford Terrace and Cathedral Square, now be implemented. These changes are:

- The installation of parking restrictions.
- The creation of one new pedestrian crossing.
- The prohibition of vehicles weighing over 3,500 kg travelling in a westerly direction.

BACKGROUND

As part of the Cathedral Square upgrading the Council's LTCCP shows \$1,100,000 (2004/05) for Stage V of the upgrading and \$200,000 (2004/05) for Worcester Street. This completes the roadworks for Cathedral Square. Up until June 2004 the Sustainable Transport and Utilities Committee worked its way through the Council's standard 'Capital Works' process.

Public notification calling for submissions on the northwestern sector of Cathedral Square was made in 2003. All known stakeholders were contacted. Written submissions were received and analysed and the Sustainable Transport and Utilities Committee heard verbal submissions. The resulting proposal was for a 'one way' road where vehicles travelled from Oxford Terrace to Colombo Street.

Some groups thought that the proposal could be improved. As a result the Council established the Cathedral Square Completion Subcommittee at its meeting on 25 March 2004. This Subcommittee was authorised to approve details of traffic engineering for Stage V of the Cathedral Square project and to authorise the implementation of detailed design and construction. It was also authorised to complete all other design elements required to finalise the Cathedral Square project. The Subcommittee called for further oral submissions. These were heard over a series of three meetings.

At its meeting on 4 June 2004 the Subcommittee approved a 'partial two way' proposal which involves prohibiting vehicles weighing more than 3,500 kilograms from travelling in a westerly direction through the northwestern sector of the Square (see attached plan). The Subcommittee favoured this option because it involves the construction of a significantly narrower carriageway than would otherwise be required. This in turn will provide more open space for pedestrians.

The plan approved by the Subcommittee on Friday 4 June 2004 has been accepted by the submitters. The proposal to ban heavy vehicles from travelling in a westerly direction was in fact proposed by a stakeholders group.

At subsequent meetings the Subcommittee approved parking restrictions both in this sector of the Square and also on Worcester Street between Oxford Terrace and the Square. In addition it approved the creation of a new pedestrian crossing in the Square in the vicinity of the war memorial. These are all detailed on the attached plan.

The Subcommittee noted that the owners of two properties in this sector of the Square are about to commence building alterations. The exact extent of this work and the timeframes in which it is to be carried out are not yet available.

The Council has undertaken to complete the physical roadworks by Show Weekend 2004, to meet the adjacent businesses requirements of not causing disruption to the peak tourist season. It is likely that the building alterations will also cause disruptions. It is important therefore to keep the roading project moving forward. The plan as approved should be implemented as soon as possible. An undertaking to review the parking has been given to the building owners when the full extent of their approved developments is known.

The consultation processes and the Council and Sustainable Transport and Utilities Committee meetings described above received good coverage in the media.

IMPLEMENTATION OF THE CHANGES

The Council is authorised by Clause 4 of the Christchurch City Traffic and Parking Bylaw 1991 ("the Bylaw") to impose restrictions on the stopping, standing and parking of vehicles on roads under its control. Clause 69 of the Bylaw authorises the Council to prohibit vehicles, or specified classes of vehicles from turning to the left or right. Regulation 91 of the Traffic Regulations 1976 authorises the Council to mark pedestrian crossings upon such roads. These powers have been delegated by the Council to the Sustainable Transport and Utilities Subcommittee for the central city area.

Clause 61 of the Bylaw provides that every person driving a motor vehicle in the Cathedral Square shall drive in accordance with the Second Schedule to the Bylaw. Clause 76 of the Bylaw authorises the Council to amend that Schedule by way of resolution. The restrictions upon the turning and the direction of travel of vehicles weighing more than 3,500 kilograms approved by the Subcommittee may be implemented by the Council by amending the Second Schedule. In doing so, the Council will need to revoke the existing provisions of the Second Schedule which will become redundant.

CONCLUSION

In order to allow sufficient time for the completion of the site works it is recommended that it be resolved that the changes come into effect on 4 October 2004.

Committee

Recommendation:

1. That the Council resolve:
 - (a) That the Second Schedule of the Christchurch City Traffic and Parking Bylaw 1991 be amended by revoking paragraphs 1 and 2 and substituting the following paragraphs:

"1. NORTHWESTERN SECTOR

No driver or person in charge of any vehicle weighing more than 3,500 kilograms (other than a tram) shall travel in a westerly or southerly direction through the northwestern sector of Cathedral Square.

2. NORTHEASTERN SECTOR

No driver or person in charge of any vehicle weighing more than 3,500 kilograms (other than a tram) shall make a left turn from the northeastern sector of Cathedral Square into the northwestern sector of Cathedral Square."
 - (b) That the abovementioned amendment shall come into effect on the 4th day of October 2004.
2. Recommendation numbers 1(a) to (y) as detailed in the agenda, relating to parking restrictions within the Square were adopted by the Committee under delegated authority.